■ TELEVISION

Adopting *Sesame Street* for tots poses problems

After one week of what is to be a two-year run, daily from Monday to Friday, *Sesame Street*, the controversial American programme for three to six year-olds gives the impression of being a lot of Sesame and not much Street.

This mammoth series for tots and toddlers will undoubtedly not meet undisputed praise. Fifteen years ago this country's TV stations were aiming at concluding an agreement whereby no programmes for very small children would be broadcast. Even then this was a very unrealistic attitude and in the past two years it has been totally revised.

At the moment Channel 1 and its companion Channel 3 have their noses in front. Ignoring all US specific prerequisites the television companies under the direction of NDR radio paid 6,400,000 Marks for many thousand of metres of *Sesame Street* and blended them together in the ratio of seven (original) to three (specially produced).

In the American television landscape this series, which runs and runs and is now in its fifth year, came about in a most ingenious manner, which German television programme producers might do well to take note of.

In the sixties American children were engulfed with a lot of programmes designed for adults. Producer Joan Ganz Cooney hit on the idea of producing something especially for the kids back in 1966. She went about the project in a most systematic fashion, calling on the advice of experts. The theory was that whatever was broadcast by television the kids would watch it – TV addiction was rampant – so if they were going to watch they could be educated as they did so.

As a result they produced a product that in form was very like a television series that is broadcast round the clock, day in and day out – the commercials. This is the kind of television that is hammered into the Americans the most, and thus it finds the most ready response among children.

Children are known to love advertising on television and so the creators of Sesame Street copied the ideas of the advertisers. In the United States each broadcast lasts for sixty minutes and consists of short scenes and interposed spots similar to ads, but of course not advertising anything. The style is staccato and swift.

Between the "ads" there are lively and varied sketches with well-known characters and travelogues, stories all repetitive short scenes faded in, all graphically excellent and in a psychological Pop style backed with the kind of music that backs the ads.

Sesame Street is of course not commercial television. The naive methods of creation are those of the kids. Media researchers have developed them and educationalists are able to use them. But not without reservations as the German version clearly shows.

The programme attempts to help, children to deal with conflicts, to recognise what is in their own best interests and to be independent. They are taught the connections between one thing and another, but the knowledge is not crammed into them. The pointed finger of American authoritarianism is scarcely to be seen. There are problems. German children are not so used to the advertising spots being rattled off as they are in America and they tend to overlook this important part of the programme to concentrate on their favourite characters Ernie, Bert und Big. Nor are they used to spending a large percentage of their life in front of the small screen. On average children of pre-school age in the Federal Republic watch television for just an hour each day. Difficulty has obviously been experienced in fitting the programmes in with the rest of the schedule. They are now broadcast at times that conflict with other family interests – 0.30 to 10 am when many children are out shopping with their mothers or at kindergarten and 6 to 6.30 pm when their mother is probably trying to get them ready for bed and get their fathers's supper ready.

NDR television team on location shooting a sequence *Sesame Street* (Photo: ...)

It would have been beneficial to get cooperation among the media, but this has not been achieved. The magazine to accompany the programme, published by Gruner + Jahr in Hamburg, is appearing till February.

Parents have not been given sufficient preparation for this new kind of programme and many are not even aware the whole point is for them to be present as well, so that they can answer the questions the programme prompts in their children's mind.

Klaus Müller-Neuhof

(Handelsblatt, 15 January ...)

Frankfurter Allgemeine
ZEITUNG FÜR DEUTSCHLAND

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The German Tribune

A WEEKLY REVIEW OF THE GERMAN PRESS

Hamburg, 22 February 1973
Twelfth Year - No. 567 - By air

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Currency crisis stresses need for European monetary union

Kölner Stadt-Anzeiger

Helmut Schmidt has a reputation of being the man to cope with a crisis. He is a gifted analyst and at the same time, an infrequent combination, a politician capable of swiftly converting his insights into decisions.

His reputation in this respect hangs in the balance as he tries to stem the tide of dollars that are flooding into this country. Initial understanding of his decision to resort to controls, stiff ones too, is no longer quite so widespread.

This violation of free-market economy principles resorted to in order to stop the Mark from having to redress the balance of the dollar has been widely lamented. Yet industry was equally unenthusiastic about floating the Mark, which in all probability would have led to inevitable revaluation.

This state of affairs has changed now that the influx of dollars continues unabated. Small wonder that not only monetary specialists but also industrialists are coming to view floating as no risk to the resurgence of exports; either that or they are preparing to make the best of cheaper imports.

Hard and fast interests are making themselves heard here, there and everywhere. The overall political aspect is being neglected. Comments worth consideration from the lips of politicians have been conspicuous by their absence, appeals to European solidarity as a means of solving the monetary crisis representing virtually the sole refuge.

Discussion of what is to be done has been left to monetary theoreticians and industrial practitioners. Fundamental foreign policy problems, particularly European integration, without recourse to which monetary policy can no longer be pursued, are generally passed over.

Internationally experienced Helmut Schmidt, a Finance Minister well versed in foreign affairs, is the man for the job. His policy will need to be judged on the basis of a need to keep three balls in the air without any of them coming to grief.

He must first stem the tide of additional inflation and protect the domestic economy, second defend the substance of relations between this country and the United States, which represent the basis of the country's security, and finally forestall conflict with the Nine, particularly France.

This is not merely a short-term obligation. Experience shows that monetary crises tend to recur at ever decreasing intervals.

They are an unpleasant but for the time being incurable complaint besetting both countries at the top of the international prosperity tables and many developing countries on the bottom rungs of the ladder.

The foreign policy aspect of monetary matters has come to displace security policy, which used to occupy pride of place. This must be borne in mind as regards relations with the United States.

"A weak America", President Nixon stated last year, "will without a doubt be isolationist. A strong America on the other hand will continue to play a major role in the world."

Ever since Washington has no longer considered the Soviet Union to represent a worldwide threat strength and weakness have been viewed in terms of balance of payments and terms of trade.

What is more, the Vietnam war has been financed but not yet paid for. Rogue dollars are finding their way into countries with hard currencies all over the world in expectation of revaluation which will palm off at least part of the war costs on powerful industrial nations.

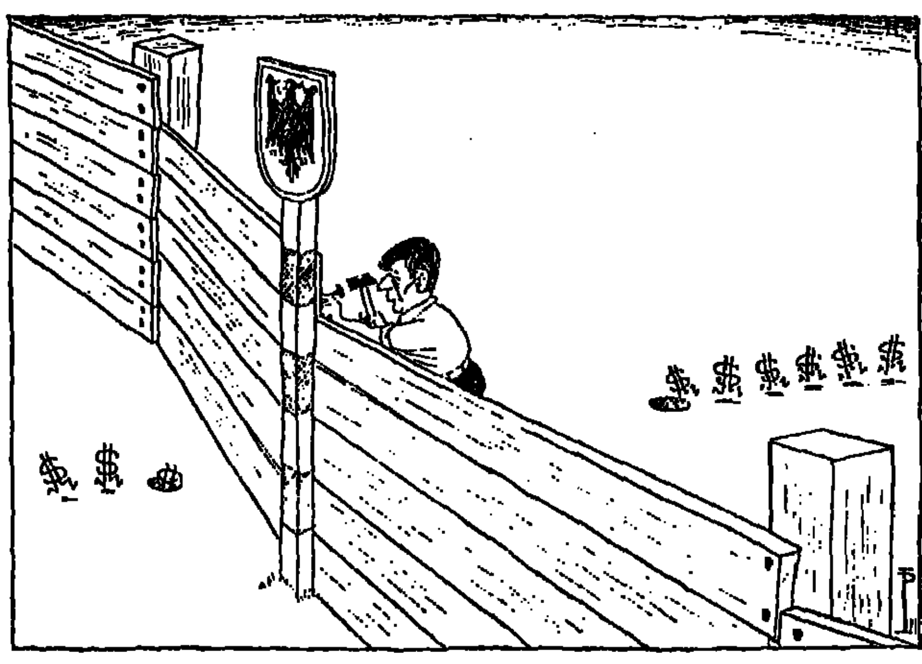
One may feel incensed by this attitude but burden-sharing has come to be part and parcel of US foreign policy, playing an enormous role in American domestic discussion about US commitments in Europe.

If Europe is unenthusiastic about taking on overall military commitments on behalf of the Western alliance then Washington expects the Nine to grant the United States more extensive trading preferences. Revaluation of European currencies could serve this purpose.

This was the policy pursued by Karl Schiller, though he was motivated less by foreign policy considerations than by the principle of national autonomy maintained by free-market economics. Dr Schiller frankly overrode the French policy and occasioned deep French dislike as a result.

Bonn is now again confronted with the choice of upsetting either America, its major ally in terms of security policy, or France, its foremost partner in Europe.

As yet the Federal government can argue in dealings with the Americans that its monetary moves represent not action but reactions, but similar problems will recur for as long as the dollar problem remains unsolved.



(Cartoon: Peter Leger/Süddeutsche Zeitung)

Karl Schiller was of the opinion that this country ought to take the lead in European monetary affairs, if need be bringing pressure to bear on neighbouring countries that are less stringent as regards stable currencies.

Noways this can be no more than a historic recollection. Bonn alone is no longer powerful enough to cope with the dollar problem. It would be a serious blow if this country were eventually to have no opinion but to revalue.

It would also be a foreign policy disaster, Bonn having reached agreement only a few months ago at the European summit in Paris on progress towards economic and monetary union. This country would be the first to go back on its word and be pilloried as the wrecker of European integration policy.

More realisation that monetary crises can no longer be solved at a national level but only jointly by Western Europe and America is not enough either. France and Italy, for instance, do not share this country's views on economic stability. Yet the view current in these two countries that an increase in the amount of money in circulation leads to industrial growth has been disproved.

A common will is lacking within the Common Market and it will probably prove impossible of achievement until such time as monetary union has been thought out in detail.

The vision of a single Common Market currency as the crowning achievement of the European Economic Community presupposes that member-countries adhere to the same principles in economic, budgetary, fiscal and monetary policies.

How is this to be brought about as long as the existing prosperity and productivity gap remains unbridged? A policy aimed strictly at mutual stability must enable backward regions of Europe to develop.

Is this at all feasible without financial give and take such as is customary in the redistribution of revenue between "poor" and "rich" Federal states in this country?

An economic and monetary union is

Continued on page 2

IN THIS ISSUE

London and Paris recognise East Berlin

Nordwest-Zeitung

Recognition if the GDR by Britain and France, announced on 9 February, has come as no surprise to the Federal government in Bonn.

In an official statement the Foreign Office noted that the Federal government is engaged in continual consultations with its allies on all political issues.

Only recently sources close to the government were not expecting the Western Alles to establish diplomatic relations with East Berlin until after ratification of the Basic Treaty between this country and the GDR.

On the announcement that London and Paris have already recognised East Berlin government circles in Bonn reverted to the view that out of consideration for this country Britain and France would not be exchanging ambassadors with the GDR until ratification, which is expected to take place in April or May.

It is noted in Bonn that months will elapse before embassies in East Berlin are opened and functioning. This being the case, London and Paris have taken the opportunity of engaging in intensive negotiations with East Berlin in the intervening period.

(Nordwest Zeitung, 10 February 1973)

■ FOREIGN AFFAIRS

Nixon must ease the path to European cooperation

Will 1973 really be Europe year for President Nixon? At his inaugural press conference at the start of his second term of office he may have given an assurance that America's hitherto somewhat neglected ties with Western Europe are to be intensified this year yet at the same time he called off his projected tour of Western European capitals over the next six months.

This cancellation may not apply to bi- and multilateral consultations with his European counterparts, as the most intensive and fertile talks between the President and Premier Heath of Britain demonstrated.

Yet Mr Nixon has given vent to annoyance by cancelling for the time being his tour of Europe. He has not forgotten the protest demonstrations held in many European cities against US bombardment of North Vietnam over Christmas. The President felt this protest to be an unwarranted denigration of the United States.

There is, however, no truth whatsoever in rumours that relations between this country and the United States have reached an all-time low (since the establishment of the Federal Republic, that is) on account of Vietnam demonstrations.

Anti-American protest has assumed far greater proportions in other Western European countries, France and Italy for instance, without perceptible adverse effect on the material relations between their governments and Washington.

Studied expressions of dissatisfaction with this country have been voiced by US government officials, though.

Mr Nixon is far too cool and calculating a politician to allow himself to be guided by emotion in his political decisions, however. He is probably making use of his annoyance with European protests as a pretext for gaining time.

Washington, as the talks with Premier Heath revealed, still does not have a blueprint at the ready for policy towards Europe. America remains in favour of the enlargement of the Common Market but has yet to reach a decision as to how to fit the Nine into the balance of international power. At present Washington does not feel in a position to discuss with Europe either its political or its security role.

There can, admittedly, be no convincing explanation for this hesitation. Following the military withdrawal from Vietnam America has regained foreign policy leeway, though the traumatic conflict in Indo-China has understandably given way to a perceptible reluctance to take on fresh foreign commitments.

The position of the United States in relation to the Soviet Union, which has to purchase US grain in order to cope with a domestic crisis, or to the People's Republic of China, which is in need of steadily improving ties with America as a counterweight to the threat posed by its powerful neighbour to the North, has never been better.

Were Europe with its economic power and its latent political potential to be included as an equal partner in a grand design of international balancing by Washington the prospects of lasting peace between East and West would be far more promising.

But this calls for a starting signal that can only come from the White House, and by attaching foremost importance to bilateral consultations with European leaders President Nixon all but conveys the impression of preferring to adhere to the principle of "divide and rule" rather than building the bridge of Atlantic partnership based on common interests.

Relations between what are as yet admittedly unequal elements in the Atlantic alliance are currently developing along four lines that do not converge in all respects:

1. Russo-American rivalry is being increasingly called to a halt by technological, scientific and industrial cooperation and by the beginnings of a strategic nuclear bargain.
2. America is participating in multilateral conferences on security and cooperation in Europe and mutual balanced force reduction.
3. Trade and monetary tension between the American economic region and the enlarged European Community are on the increase.
4. Bilateral and varying relations between America and individual Western European countries are declining in significance.

These four aspects of relations between the United States and Europe cannot be coordinated at the drop of a hat, let alone reconciled. Even so, it is high time American and Western European statesmen set about working out a joint approach.

In the long run, Europe above all must come to realise, prolonged dependence on US military patronage cannot be reconciled with anything like equal partnership.

The many difficulties notwithstanding, Western Europe is in need of an increasingly integrated and European security policy. America ought to resolve to lend support to all moves in this direction, resorting to shock therapy if need be.

On the other hand Washington must come to realise that in view of the geographical vicinity of the Soviet Union Europe is bound to adopt an approach different from that of the United States.

Whatever concepts are drafted it must, last but not least, be acknowledged that the industrial and economic potential of the Atlantic alliance is currently so superior to that of any other combination and that the benefit the United States stands to derive from the Common Market is so enormous that anything tending towards political rivalry between these two powerful partners would be simply absurd.

Between them America and the Common Market account for more than 65 per cent of world industrial production. In trade with the Six the United States has notched up a surplus of more than 23 billion dollars and boosted profitable investment in this part of the world to a total of twelve billion dollars.

What is stopping America and Europe from coordinating their progress towards generations of peace? There is no need for them to march in unison as though they were conducting an exercise in Prussian drill.

The groundwork for a joint approach could be laid in this "Europe year" by dint of US policies. Beforehand, though, annoyance of whatever provenance must be dismissed on both sides of the Atlantic.

Joachim Schwelien

(Die Zeit, 9 February 1973)

Currency crisis

Continued from page 1

unlikely to come about when each country disposes of its earnings solely as it sees fit. This is an unpleasant truth that is seldom uttered, but if one assumes that the current monetary crisis is only one of a succession more must be done than appeals to European solidyrity.

A European solution is a more plausible prospect than an attempt by any country whatsoever to go it alone but will prove hard work putting into effect.

Kurt Becker

(Kölner Stadt-Anzeiger, 10 February 1973)

Bonn-Warsaw relations make slow progress

Since the signing of the Warsaw Treaty there have been regular political comings and goings between Poland and this country. On 7 February a delegation from the Bonn Foreign Office arrived in the Polish capital.

Developments have corresponded to both sides' expectations and requirements but do not amount to a great deal. The tenor of contacts has changed. Berndt von Staden of the Bonn Foreign Office talked in terms of "a most frightfully nice and cordial reception" by the Polish Foreign Ministry.

For this country the foremost problem was, is and continues to be the repatriation of German nationals from Poland. According to the Red Cross at least a further 180,000 German nationals with Polish citizenship are awaiting exit permits.

Each and every negotiator from this country who has so far been concerned with this most delicate aspect of relations between Bonn and Warsaw agrees that Polish diplomats are quick to revert to a coolly distant approach as soon as this problem is raised.

"The Polish side is most sensitive on this point," the Foreign Office notes in tones of genteel restraint.

In a small and informal gathering a leading Polish journalist who can be said to represent the younger generation exercised rather less restraint:

"These people," he said, "are linked to the country by decades of joint reconstruction. We are duty bound to fight for every one who wants to leave. For us this is an issue of national importance."

In reply to Federal Republic criticism of the increasingly diminutive number of exit permits granted Polish negotiators invariably have their answer off pat. Poland, they say, will stand by its undertakings in the December 1970 note.

This is what Berndt von Staden was told in late summer 1971 and Social Democratic parliamentary party leader Herbert Wehner was told the same story during his visit to Warsaw in February 1972.

Polish Foreign Minister Stefan Olszowski read him a long, prepared statement to this effect. Polish MPs would not comment on the topic at all, noting merely that it was the responsibility of the Foreign Ministry.

Polish repatriation practice is currently characterised by wo main tendencies:

1. There are few objections to applications for exit permits by persons with little in the way of professional qualifications but with relatives in this country and themselves hailing from parts of Poland where only small pockets of German nationals remain. But even in areas such as these the prospects are gloomy if the applicant has attained professional qualifications at the expense of People's Poland.
2. Applications are granted only in exceptional cases in parts of present-day Poland where large numbers of German nationals still live, Upper Silesia and the vicinity of Oppeln, to give the town its German name. Mass repatriation of everyone in these regions who claim German nationality would result in empty streets and entire villages. The resulting problems were coped with by Poland in 1945 and 1946. Nowadays they would prove virtually insuperable.

This is doubtless one of the reasons why "undeniable German nationality" as mentioned in the December 1970 note is differently interpreted by Poland and this country. A Silesian family that was German until the end of the war but in which Polish was spoken last century – in all probability, that is – cannot, in Polish eyes, lay claim to undeniable German nationality. It was Germanised duri[ng the] Prussian period.

Take, for example, Bruno Falkow[ski, a] driver by trade, who recently arri[ved in] this country from Oppeln. He was b[orn in] 1930, speaks good German, we[nt to a] German elementary school until 194[5 and] became a Polish citizen in 1945.

The family spoke German, his f[ather] was killed in action as a German s[oldier] and during the Hitler era the f[amily] changed its name to Falkner. Fo[urteen-]year-old Bruno ended the war as B[runo] Falkner.

Yet in Polish eyes his unde[niable] German nationality is suspect. The fa[mily] name before the First World Wa[r was] Falkowski, which has nothing whats[oever] to do with Falkner (or the correspo[nding] English "Faulkner").

This association was first conju[red up] by the Nazi name specialists. The[y] would consider Falkowski a G[erman name] taken, as it were, in tribute by Prus[sia].

It is hard to visualise a solution ... generous settlement of the repatr[iation] problem would cost Poland mo[re than a] great deal of money indeed. I[n the] vicinity of Oppeln there live, for ins[tance,] the most successful and indus[trious] farmers in Poland. Were they to lea[ve, the] setback would have repercussions ... amount of food available in Pol[and] even.

Cash is involved in the other to[pic] which Herr von Staden will hav[e] confronted. Poland has now offici[ally] claim to reparations for Polish c[oncentra]tion camp victims and Poles fo[rced to] work in the Reich during the war.

This issue, M. Pilichowski, chairm[an of] the Grand Commission for the Pr[osecu]tion of Nazi Crimes, wrote som[e time] ago, still awaits solution as regards ... and the Federal Republic.

Pilichowski did not mention th[at] the other German state. Verb[ally] opposed to in writing, one has be[en told] "the GDR has already paid." But ... knows when, where, how and, abo[ve all,] how much.

If Polish reparations claims are ... according to Israeli standards the ... total would make even hard-b[oiled] captains of industry gasp and the ... demanded in reparations to Yugo[slavia] look like peanuts.

Yugoslavia originally laid clai[m to] 2,000 million Marks in reparation[s. In] Poland the number of victims ... into the millions.

Gert Baumga[rt]

(Hannoversche Allgemeine, 8 Februa[ry 1973])

The German Trib[une]

Publisher: Friedrich Reinecke. ... Chief: Otto Heinz. Editor: Alexander ... English language sub-editor: Geoffrey ... Distribution Manager: Georgine von ... Advertising Manager: Peter Boeckmann.

Friedrich Reinecke Verlag GmbH, ... Aussicht, Hamburg 76. Tel.: 2 2 ... 02 14733. Bonn bureau: Konrad ... 53 Adenauerallee, 53 Bonn. Tel.: ... lex 08 86398.

Advertising rates list No. 10 ... Annual subscription DM 25.

Printed by Krögers Buch- und Verlags... rei, Hamburg-Blankenese. Distributed ... USA by: MASS MAILINGS, Inc. 540 West ... Street, New York, N.Y. 10011.

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■ POLITICS

CDU/CSU election defeat did not mark the end of an era

[F]ollowing the election defeat of 19 November the CDU/CSU are now [go]ing through a period of severe [re]appraisal and self-criticism. After the [pri]vate party leadership meeting at the end [of] January, another was held in the first [wee]k of February in Berlin for the [par]liamentary party.

[T]he meetings are to analyse why the [pa]rty failed to capture the imagination – [an]d the votes – of the electorate and to [dra]w the consequences. This is not an [eas]y matter and is not simplified by the [fac]t that the demographic results studied [by] the "union parties" come to such [d]ifferent conclusions.

There is talk of the party's "lack [of] an image", of long-term changes [in] the "norms and social structure" of the population, of the party's making the mistake of fighting the election on the [is]sue of stability at a time when analyses of the economic situation were growing more positive all the time.

While an expert in Mannheim commissioned by the CDU/CSU feels that the parties' attitude to the government's Ostpolitik lost them a lot of ground, Frau Noelle-Neumann, the head of the Allensbach Demographic Institute, pins the blame on Rainer Barzel's leadership of the CDU, which she feels lost the "union" three to four cent of the votes.

If the CDU/CSU take to heart what their expert advisers are impressing on them as a result of public opinion surveys they are faced with a lengthy and far-reaching period of trying to settle where they stand and what they believe in.

The CDU/CSU know where the shoe is pinching. In the race to win votes they virtually crippled themselves with it. But this is no reason for them to adopt an attitude of resignation or capitulation, or to accept that prophecy impregnated with doom that because they have lost the election they have been rejected by the epoch.

The "union parties" themselves are unwilling to view their defeat as such a damning and definitive disaster. What they must do is realise that in the democratic process of relieving the old guard they have been relieved by the electorate. This is first and foremost a matter of concern for party politics, but it is far from being an event of major historical significance such as could reasonably be termed the end of an epoch.

On the other hand it is not a disaster for State and social-welfare policies that German Social Democracy has not taken over full responsibility for governing the country after twenty years in the wilderness, but must share the honour with the Free Democrats, who are becoming more independent all the time in their attitudes to social-welfare and economic policies.

Without doubt the situation in the CDU/CSU is more serious than it has ever been before. The parties must be reorganised, they need new men and new policies. But anyone who feels that an overhaul of the party structure and staff in the main will win back the lost voters is wrong.

The CDU/CSU must develop forthcoming debates on policy. The "union" can no longer get by with verbal confessions of its faith in the free-market, socialised economy and the humane producer-consumer society. The "great leap forward" which the business affairs manager of the CDU social-welfare sub-committees, Norbert Blühm, above all is urging the parties to make, must take account of the change of public opinion with regard to social-welfare and foreign policies as was most clearly expressed in the results of the election.

What Barzel means by "greater social justice" must be defined more precisely, and the claim to be a reforming party of the centre must be converted into practical politics.

One of the factors that must be taken into consideration when taking stock of the realities created by the election defeat is the necessary reappraisal of the attitudes taken to the government's Ostpolitik and German Policy. CDU/CSU politicians are well aware that the steps that have been taken in the direction of Warsaw and Moscow cannot be re-traced. Even those who fought most vehemently against the Treaties have accepted this *fait accompli*.

Franz Josef Strauss was the bitterest opponent of the Treaties, but in his last speech in the Bundestag he left no doubts in anyone's mind that he now considers them binding in interantional law. He has said that the CSU will abide by them and try to make the best of them.

It will be more difficult to come to terms with the facts of the Basis Treaty, which a vast majority of the CDU/CSU would reject, although the support of the Opposition can be counted on for the application to join the United Nations, which would automatically mean the GDR's joining as well.

Rejection of the Basic Treaty, acceptance of the entry of both Germanies into the United Nations – that is the contradiction that arises from the corner into which the "union" has been driven. Being unable to prevent this Treaty's being ratified the CDU/CSU are pursuing the aim of ensuring that the human easements promised in the Treaty really are put into practice. In this respect and in the debate on any treaties that may follow in the wake the CDU/CSU can become fully effective as a critical Opposition.

But the "union" cannot get out of the dilemma simply be putting its house in order. The debate on personalities and positions must come sooner or later. Palatinate Premier Helmut Kohl has announced he will challenge Rainer Barzel for the party chairmanship and has thus cast doubts on Barzel's future.

Kohl was out of luck when he stood for the post of Chancellor-elect for the 1972 Bundestag election, and it is more than doubtful that he will be to the fore in 1976. If Barzel's path to the candidature for chancellor is blocked and Kohl is really only interested in the party chairmanship there only remains one likely contender in the CDU/CSU ranks for prospective chancellor and that is Gerhard Stoltenberg, but he has so far remained very silent on this point.

But when the "union" has got through the essential business of practical politics for the next four years Stoltenberg, and the "union" as a whole, will have to show their colours.

It is on the forthcoming question of the personalities to lead the CDU/CSU that the parties are keeping most quiet. As Barzel says, "the electorate has given us time to sit back and think things over", and this time will certainly be filled with considerations that are pressing for decisions.

C. M. Lankau

(Lübecker Nachrichten, 4 February 1973)

Bundestag sub-committees for new legislative period elected

Hans Katzer, the Chairman of the CDU social-welfare sub-committees, and his team have suffered the first defeat in the CDU parliamentary party. Representatives of the workers from CDU/CSU ranks failed to be elected to any of the key positions in Bundestag sub-committees.

Norbert Blüm, a new face in the Bundestag, and the business manager of the social-welfare sub-committees, said: "This is a gloomy chapter and I feel we cannot just consign it to the files."

Wolfgang Vogt was right alongside Norbert Blüm and criticised the parliamentary party for being "devoid of instinct". The lack of representatives of the workers in key positions proved, in [hi]s opinion, that the CDU was not serious [in] its declared intention of making a [co]mplete political overhaul of itself.

[T]he three parliamentary parties in the Bundestag had agreed that the CDU/CSU [an]d the SPD should each provide nine chairmen of the nineteen permanent committees, and the FDP one. Each individual parliamentary party was then [lef]t to decide which chairman it wanted [to] put on which sub-committee.

Apart from political considerations [the]re were arithmetical reasons why the [so]cial-welfare sub-committees were left in [the] cold while there was a run on the [cha]irmanships that were of political [sig]nificance. The "union parties" insisted [on] the chairmanship of the sub-committee[s] for foreign policy, government [spe]nding and law – thus they had to [ren]ounce the chairmanship of the defence [an]d mediation committees.

Both of these posts were previously [hel]d by the CSU, so the Bavarian party [ha]d to be given new chairmanships to [ma]ke up for their losses. The Bavarians take over the sub-committee on town-planning and housing, previously held by Josef Mick, the representative of the social-welfare bodies.

Herr Mick was reluctant to give up his post, but he lost out to his Bavarian opponent Oscar Schneider. The CSU elected Schneider with one eye cast on Bavaria's man at the Town and Country Planning Ministry, the new Minister Jochen Vogel, with whom Schneider is expected to cross swords for Bavaria.

Since the chairmanships of the sub-committees for foreign policy, government spending and law are already held by CDU members who have put down roots, Gerhard Schröder, Albert Leicht and Carl Otto Lenz respectively, there was only a limited choice for the social welfare sub-committees. On the petitions sub-committee Adolf Müller, to the left of the CDU, could not see any reason why he should stick his neck out for the workers. And in Intra-German business Müller and his team were not prepared to give ground. "I'd rather go down with flags flying," he said.

This is precisely what happened, as the social welfare sub-committees appointed Hermann Josef Russe to duel with Karl-Heinz Narjes for the chairmanship of the economic affairs sub-committee. Russe received 77 votes, nothing to be ashamed of, but the chairmanship went to Narjes.

Not only the left wing of the CDU/CSU, but the right as well showed discontent. The business affairs manager of the CDU economic affairs sub-committee, Haimo George, regrets the loss of a number of economics experts on the social-welfare sub-committee. Only three members represent the needs of industry on the new committee, as opposed to seven previously.

And industrialists are also dissatisfied with the make-up of the new financial affairs sub-committee. Apart from Klaus Dieter Arndt (SPD) there are no experts on capital and credit. A spokesman for the Confederation of Federal Republic Banks said anxiously: "In the sphere of capital and credit this sub-committee will be steamrollered by the government."

There was no problem in fitting in the one FDP sub-committee chairman. The SPD and FDP had agreed long ago that the liberals' tax expert Liselotte Funcke would become chairman of the finance sub-committee.

The Social Democrats, likewise, had little difficulty in finding the men to fill their nine posts. For the first time a "Leftist" attained office – Karl-Heinz Hansen became the deputy chairman of the petitions committee.

Social welfare expert Ernst Schellenberg, and Hamburg's Wilhelm Nölling, whose claim to be an expert is equally undisputed, caused no controversies, though many in the parliamentary party expected they would, and some indeed hoped so. Before the voting got under way Nölling had announced that his interests lay elsewhere, with the European parliament.

SPD national executive manager Holger Börner took the chairmanship of the transport sub-committee. Thus we now know who the next Bonn Transport Minister will be, if the present one Lauritz Lauritzen succeeds in his bid to enter the Kiel state chancellery in 1975.

The SPD can take some comfort from the loss of the foreign affairs appointment from the fact that the CSU lost the chairmanship of the defence sub-committee. The previous chairman, Friedrich Zimmermann, has been under fire from the SPD for a number of years. Herbert Schmidt-Würgendorf (SPD), previously the Vice-Chairman of the defence sub-committee, took over the chairmanship.

The fact that the SPD did not take the chairmanship of any of the sub-committees with a say in economic affairs was balanced by the fact that to the side of the finance chairman Liselotte Funcke, the previous Parliamentary State Secretary Rainer Offergeld, and to the side of the economic affairs chairman Narjes, unionist Herbert Ehrenberg have been appointed as deputy chairmen and controllers.

The influence of the "left wing" of the SPD is not clear yet, and it will depend on whether they get key positions in the working groups of the SPD. At any rate they have access to vital sources of information in the parliamentary party leadership, which were previously a closed book to them.

The left have succeeded in getting their man, Helmut Lenders, appointed as one of the four parliamentary-party business managers. One comrade remarked with controlled optimism: "We've got one foot in the door."

Wolfgang Hoffmann

(Die Zeit, 9 February 1973)

■ PEOPLE

Wilhelm Haferkamp – the head of economics and finance in the EEC

Kölner Stadt-Anzeiger

Wilhelm Haferkamp's name went through the world's press at the beginning of the year when the six-nation Common Market was extended to nine nations. Since then he has been one of the three top figures on the new European Commission in Brussels along with the French EEC president François Xavier Ortoli and Sir Christopher Soames.

Ortoli heads the EEC, Sir Christopher acts as its representative to the greater part of the world – but Wilhelm Haferkamp is responsible for economic affairs and finance. During the next two years he will be the busiest of all the Common Market commissioners.

Haferkamp does not see himself as a technocrat, a specialist or a bureaucrat. During an interview on the thirteenth storey of the Berlaymont building in Brussels he said he was a politician.

"The Common Market's tasks are primarily of an economic nature," he admitted, "but they stretch far into the political sector ... The economic and currency union is eminently political."

Haferkamp said this eight months ago and never dreamed that he would be given this post with all its difficulties and specialist requirements. He would have preferred to take charge of European welfare policy but Bonn urged its partners to place responsibility for the economic and currency union in German hands.

Haferkamp is not a professor of economics and finance like his predecessor, Frenchman Raymond Barre. But the main features of Common Market policy in this sector have already been decided.

It is no longer primarily a case of drawing up specialist drafts for the internal development of joint economic policy and the gradual fusion of Western European currencies into a single unit. Instead, the step-by-step plans that have already been decided must be put into effect as soon as possible.

That requires a man who understands politics. This is where Haferkamp spots his chance: "Proceed realistically and always consider what is possible," he maintains. He does not think much of theoretical programmes or projections reaching to the year 2000. "I'll leave that to the futurologists," he quips.

The objection could be made that an exact programme for the economic and currency union only exists for the initial stages that should be completed by the end of the year.

Only the vaguest outlines of a plan exist for anything coming after 1 January 1974 when the question of jurisdiction is to be sorted out between the Common Market and its member nations. Is a pragmatist like Haferkamp the right man for such duties?

But on these issues Haferkamp will find an ally in Henri Simonet, the Belgian professor of economics who is responsible for taxes and financial institutions. Belgians in Brussels are already speaking of Simonet and Haferkamp as a two-man team.

While on the subject, it must also be remembered that Haferkamp took part in most deliberations on the economic and currency union over the past three years in his previous capacity as Common Market vice-president.

When it is a question of how Western Europe should act towards the dollar, that is pure foreign policy and Haferkamp is responsible though he must first of all confer with his British colleague Sir Christopher Soames, the Community's "Foreign Minister".

Speaking of the dollar problem last year, Haferkamp stated he did not think much of challenging the United States. "We must make allowances for the problems of our American partner," he said.

But that does not mean to say that Haferkamp's good nature is limitless. Asked about the Labour Party's threat to renegotiate the treaty of accession once it regains power and possibly to withdraw from the Community (though the Treaty is irrevocable), Haferkamp, himself a Social Democrat, replied courteously though firmly: "There is a clause in the treaty of accession that applications can be made if changes are desired. But whether a country will be successful in this or not is another story."

Wilhelm Haferkamp is a trade unionist and was head of the North Rhine-Westphalia branch of the Trades Union Confederation in the sixties but he has not made much of a name for himself in this sector since being in Brussels. That is hardly surprising as welfare policy has been the poor relation of the European Economic Community ever since 1958 and the trade unions, in comparison with the employers, find it particularly hard to acclimatise themselves to the organised and effective system of cooperation within the Common Market. Last October however the Paris summit proclaimed a "humane Europe" with a full programme of welfare policy. Asked about his role in achieving this end, Wilhelm Haferkamp immediately thought of his twelve colleagues on the Common Market Commission and quipped: "The welfare union will have thirteen authors."

Haferkamp is a good-tempered pragmatist with political expertise and a political nature. But he has to defend himself against the charge that he is not the hardest of workers.

Those who know him say Haferkamp works hard when he wants. However it is easy to believe that he likes to sit quietly over a drink, doing nothing but think about the future.

His spacious office in Brussels contains two large landscapes by a contemporary Belgian artist. Visitors soon find themselves gazing at these paintings – and a photograph of Chancellor Brandt kneeling before the war memorial in Warsaw.

"We should link the concepts of Europe and peace and organise Europe as a guarantee for peace," Wilhelm Haferkamp comments.

Hermann Bohle

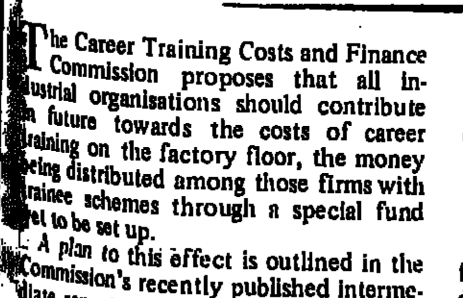
(Kölner Stadt-Anzeiger, 7 February 1973)

Wilhelm Haferkamp (Photo: Archiv/Svens[illegible])

Max Brauer, the man who rebuilt Hamburg, dies at 8[illegible]

Max Brauer, the former Ma[illegible] Hamburg, died in one of the [illegible] hospitals on 2 February after [illegible] illness. He was 85. Political leaders [illegible] parties paid tribute to him as one [illegible] most important politicians of the [illegible] post-war period and the man who [illegible] rebuild Hamburg after the ravages [illegible]

Brauer joined the Social Dem[illegible] party at the age of sixteen and [illegible] local politics at the end of the First [illegible] War. He started his career in Altona [illegible]



Max Brauer (Photo: [illegible])

part of Schleswig-Holstein, and [illegible] worked his way up into the respo[illegible] position of treasurer. He was mayor [illegible] 1924 to 1933.

Brauer was persecuted and impr[illegible] by the National Socialists. He [illegible] emigrated and, after a stay in Ch[illegible] representative of the League of N[illegible] and periods of residence in [illegible] countries, settled in the United [illegible] before returning to Hamburg on [illegible] union mission in 1946.

As Mayor of Hamburg up to 19[illegible] apart from four years when the CDU [illegible] in control – he organised the [illegible]

Continued on page 5

CDU Secretary-General Kraske plans to resign



Konrad Kraske (Photo: dpa)

Konrad Kraske, Secretary-General of the Christian Democratic Union since 1971, plans to resign his post in the near future. He will certainly have taken the step before the CDU party congress gets under way next October.

Kraske, whose term of office actually lasts until 1975, will probably explain his move by saying that the party leader to be elected this autumn must be allowed a free hand in appointing his closest colleagues.

He believes that appointing a secretary-general for a specific term of office poses problems as the duties demanded of anyone holding this position require close cooperation with the party leader.

This would mean that when party leadership changes a secretary-general elected at the suggestion of the former leader would have to take his hat and when a leader is being elected, the most important post in party administration must also be vacated.

It is an open secret in Bonn that the once trustworthy relationship between CDU leader Rainer Barzel and Secretary-General Konrad Kraske has been subject to strain since the election defeat last November. Party headquarters are being attacked for not being better prepared for the election.

News of Kraske's plans came as a complete surprise to CDU leader Barzel. He had spoken with Kraske that very morning, he said, and not realised that he had already made up his mind.

"I won't let anyone down," Barzel stressed. "The party leader is responsible. Anyone looking for a scapegoat should turn to me."

One of the favourites to take over from Kraske is the head of the CDU welfare committee, Hans Katzer. Treasurer Walter Leisler Kiep is also being considered as he is thought to have the necessary energy and administrative ability to modernise party organisation. But, politically, Kiep is not an undisputed choice.

(Die Welt, 1 February 1973)

■ LABOUR RELATIONS

Manufacturers and industrialists take to self-examination

Manufacturers are often the centre of controversy, considered by some as exploiters and profiteers while others see them as captains of industry and guarantors of progress.

Hard-working they may be, but the system they serve and with which they identify is looked upon with suspicion by a large number of people. They see themselves mainly in the role of a bogeyman on whom society can vent its pent-up aggression. "We are national scapegoats," many manufacturers complain today.

In their heyday, which lasted a long time, they were not particularly loved but they were always respected and their support often wooed. Today this country's manufacturers, industrialists, the bosses and major shareholders feel they have been forced on to the defensive.

Alarmed by a revival of Marxism, confronted by the demand for worker participation in decision-making and irritated by a government they consider infiltrated by revolutionaries, many manufacturers have fallen victim to a sense of insecurity.

Herr Rodenstock, an optical goods manufacturer from Munich, feels he is surrounded by an anti-establishment ideology. Fritz Dietz, the Frankfurt wholesaler, believes he is being pressured politically and socially.

Plagued by vague fears for their future, many manufacturers are becoming resigned or thinking about fleeing abroad. "*Industrialists* have become a favourite target of social criticism," the Federal Industrial Association complains.

But many "capitalists" have already forgotten the fears engendered by these attacks. *Industriemagazin* found recently that emotions were making way for a rethinking process.

At one time they were too reserved, arrogant or inconsiderate to seek a new image in a changing society. But more recently an increasing number of captains of industry have attended to the unpleasant duty of reexamining their position and the justification for it. "Manufacturers must leave their fortress," Burghard Freudenfeld, head of the Industrial Institute, comments.

This trend has gained momentum. Young industrialists recently debated with Young Socialists on the island of Sylt. Industrialists in Hesse and elsewhere have formed groups to discuss their social position outside of their established professional associations.

In Munich the Federation of Bavarian Employer Associations invited trade unionists, members of the Church and journalists to attack them publicly. "We wish to listen, understand and come to terms with our critics," Federation head Heinrich Freiberger explained.

In the public eye manufacturers are the owners or bosses of a factory and not the top managers or major shareholders but their image is neither precise nor uniform. They are seen both as bearers of the national burden, sweating away for the common weal, and as feudal industrialists possessing State power and confusing democracy with the preservation of their own privileges.

Hubert Kolenda, the head of a works council in Munich, told the meeting arranged by the Federation of Bavarian Employers Associations what the man in the street thinks about this country's manufacturers: "They are afraid of surrendering a portion of the power to which they have grown accustomed."

It can hardly be disputed that industrialists are mainly on the defensive. Faced by the fear of bankruptcy and the strain of competition, manufacturers can often follow no other course than refuse workers' demands.

They are thus branded as obstructionists. But employers have also contributed to their negative image by putting up tough opposition before granting their mature workers rights of participation. They therefore appear hostile to all progress.

"When rejection becomes a principle," Dieter Fertsch-Röver, former head of an industrialists association, warned, "manufacturers cannot be surprised if the public no longer attaches great store to their claims and refuses to take them seriously. No section of the community can afford to fight a constant defensive battle on all fronts."

Many industrialists feel forced to adopt a policy of all-round defence because of their lack of political experience. Industrialist and employer associations churn out more than their fair share of agitation and propaganda, especially during election campaigns, but the majority of manufacturers have no head for politics.

They concentrate on remaining competitive and chalking up profits and normally have no convincing arguments to parry left-wing criticisms of the present social system. "Many of my industrialist colleagues must be considered apolitical," Heinrich Freiberger admits.

Both the lack of political commitment, which cannot be made good by the direct and indirect influence of employer associations on government and parliament, and the refusal to depict themselves and their role in society as they really are has helped foster the poor image of manufacturers.

Instead of explaining the principle behind their work to the general public, the majority of industrialists displayed extraordinary masochism, to quote Herr Freudenfeld, in living with the criticisms of an apparently thankless society.

"Capitalists are not capable of defending capitalism," journalist Johannes Gross mocked. More and more manufacturers are giving up the struggle as they are not prepared to face up to the risks connected with their job. More than 22,000 manufacturing concerns closed down in Bavaria alone between 1970 and 1972.

But a reverse trend can now be observed. Many young industrialists are determined to answer the attacks and slogans of left-wing ideologies by adopting a forward-looking strategy. They plan to provide a clear picture of their role in society and defend the present system.

"The advantages of free enterprise over a planned economy must be made plain," Bavarian Economics Minister Anton Jaumann states by way of encouragement. Internal controversy is desired. "Everybody with ideas of his own should be welcome," Herr Freudenfeld claims. "The trouble he causes will be far outweighed by the benefit he brings."

But manufacturers are currently finding it hard to employ what Freudenfeld dubs the art of constructive provocation. At the meeting in Munich the captains of industry did not investigate the reasons for their poor reputations themselves but asked theologists, journalists and trade unionists to do so instead. "Self-criticism was not intended," Heinrich Freiberger. "Most industrialists have not yet reached a state where they can criticise themselves in public."

Peter Pragal

(Süddeutsche Zeitung, 26 January 1973)

Labour Minister Arendt outlines his priorities

Labour Minister Walter Arendt claims that the question of worker participation in decision-making will be settled, and settled positively, by 1975. Outlining his Ministry's most important tasks, he said he was optimistic where worker participation was concerned as legislation was inevitable in this sector.

The law governing worker participation in the mining industry expires on 31 December 1975 and Arendt believes that the government and the Bundestag must keep this date in mind when planning the extension of worker participation proposed in the government statement. There would otherwise be a considerable gap in legislation, he claimed.

Arendt repeated the passage in the government statement that claimed that worker participation in the decision-making apparatus of large concerns should proceed according to the principle of the equal entitlement and equal importance of workers and owners.

Arendt refused to give any details as he could not yet say what the outcome would be. He merely said that the government statement suggested to him that workers should have parity.

Asked whether he shared the view of Friedhelm Farthmann, the SPD Bundestag member and the Trades Union Confederation's expert on this subject, that parity did not necessarily rule out the participation of a third group on the supervisory boards, Arendt replied that Farthmann had always made interesting proposals.

The government plans to counteract the further flood of foreign workers, Arendt stated. Two and half million foreign workers currently reside in the Federal Republic. Including dependents, the number of foreigners in the country totals over three and a half million.

This results in problems, especially in conurbations whose infrastructure has not been prepared for such an inflow. Many firms are delaying rationalisation measures as employing foreign workers proves cheaper.

A law now before the Bundestag should help foreign workers by determining minimum standards for their accommodation. Arendt plans to activate the potential of the home labour market by recruiting part-time labour, thus stopping the flood of foreign workers.

State Secretary Eicher, who attended the press conference along with Minister Walter Arendt, rejected the view that the recent pensions reform had left two hundred individual questions open or only settled them imperfectly.

Eicher stated that this figure put forward by bodies financing pensions insurance schemes would be found to be smaller on closer examination, as was the case after the 1957 pensions reform.

Hans-Werner Kettenbach

(Kölner Stadt-Anzeiger, 3 February 1973)

Commission plans establishment of fund for career training

The Career Training Costs and Finance Commission proposes that all industrial organisations should contribute in future towards the costs of career training on the factory floor, the money being distributed among those firms with trainee schemes through a special fund yet to be set up.

A plan to this effect is outlined in the Commission's recently published intermediate report containing proposals on the administration and operation of this fund system.

The Commission, set up on the request of the Bundestag in October 1970, was asked by the government to investigate training costs and list proposals for a system of finance that would guarantee a minimum standard of career training on the factory floor.

The five-man Commission headed by Professor Friedrich Edding of Berlin began a large-scale survey of public and private career training services in various branches of industry and in various regions.

The survey is meant to determine how much career training costs for apprentices outside the approved institutes, how great the differences in investment are from firm to firm and the reasons for these differences.

The first results from twenty case studies reveal that the cost of training an apprentice ranges from 25,000 Marks net expenditure to 13,000 Marks net revenue. In one third of the firms covered by the survey the revenue gained from a trainee's work is greater than expenditure on training. Costs exceed revenue in the other firms.

The Commission justified its proposal to make these firms apply for permits before training staff and to increase the standard of training through subsidies from a special fund by pointing to the fact that it was not always in the individual firm's interests to pump sufficient money into career training. There is no guarantee that the trainee will not leave the firm once he is qualified and join another firm that pays higher wages while not training staff of its own.

It was therefore important, the Commission stated, for all industrial concerns to contribute towards career training. Only 26 per cent of all firms organise career training courses and what they spend on training makes them less competitive if they do not force trainees to carry out duties that will cover the costs of their training.

The Commission's intermediate report assumes that a large proportion of the younger generation will continue to undergo a period of career training on the factory floor in the foreseeable future.

More than pragmatic considerations lead to this assumption. There is also the fact that alternating theory and practice is more likely to be effective than pure theory courses in career training institutes.

If this two-tier system is to continue, the quality of factory-floor career training must be standardised and on the whole improved. This aim should be achieved with the help of the Commission's financial scheme.

(Frankfurter Allgemeine Zeitung für Deutschland, 5 February 1973)

Continued from page 4

reconstruction and also helped it re-establish its vital international links.

At the same time Brauer exerted a considerable influence on Federal policy during these decisive years. He also influenced the internal development of his party, the SPD. He was one of the initially small group that paved the way for the Godesberg Programme, thus going far beyond his duties as head of a Federal state.

This may be one of the reasons for the personal defeats and disappointments in the final years of his political career. He was elected to the Bundestag for four years in 1961 but in 1965 was not given a high place on the proportional representation lists nor reelected to the party executive. He then decided to retire from politics.

(Der Tagesspiegel, 3 February 1973)

FINANCIAL AFFAIRS

Bonn has good grounds for postponing tax surcharge

Bonn plans this year to peg price rises to four or 4.5 per cent. At first glance this idea seems over-optimistic, unless the government and Bundesbank work in close cooperation and prescribe some potent medicine.

Following the shocking price increases of 6.5 per cent last month and taking into account the fact that all measures so far pursued have not really bitten hard the weighty demands of the public and the economy for price stabilisation can no longer be ignored.

The economic council of the civil service, meeting recently in Bonn under the chairmanship of Economic Affairs Minister Hans Friderichs, stated clearly that Bonn, the Federal states and local governments were giving precedence to price stabilisation above all else.

This meeting preceded a statement by Dr Schlecht, State secretary at the Economic Affairs Ministry, that in the next four weeks Bonn would be taking the first steps towards combating price increases.

But those who have been expecting moves in this direction from the meeting of Concerted Action on 2 February and the annual economic report that is due for ratification by the Cabinet on 7 February are over-optimistic.

All that we can be certain of is that the Ministry, the DGB and employers associations are taking careful and matter-of-fact stock of the situation, though there are subtle differences of attitude. They all expect hefty price increases.

Employers associations forecast rises of between five and 5.5 per cent in consumer goods. The economic report and the unions' representative body thinks 5.5 to six per cent will be nearer the mark. All are agreed that something must be done though none has yet come up with the formula for the panacea.

Industrialists are as ever crying out for wage claims that do not damage the cause of stability, seeing moderation on the part of the workers as the key to keeping down costs. The trades unions not surprisingly do not go along with this. They think the Bundesbank must exercise a more stringent credit policy and our EEC partners must pull their weight more in the struggle for stabilisation.

The Economic Affairs Ministry likewise believes in the effectiveness of Bundesbank credit policies, and will not rule out a tightening up of the cash-deposit rule. Measures to increase competitiveness, the Ministry feels, such as compulsory price display, reform of monopolies legislation, amendment of the computation regulations for motor insurance and a re-constitution of the market in medicines would help to bring shop prices down over a long term.

So, although there are no concrete economic policies in force and a general nebulous uncertainty is in the air, there may be a number of factors to explain this state of affairs.

It is understandable that the government is unwilling to impose such an unpopular measure as a tax surcharge so sson after its sweeping election victory. The unions are violently opposed to such a measure and are not alone in their opposition to it.

The last time this measure was implemented it was at ten per cent, but some economists are saying that it should be re-introduced at twenty. This, in their opinion, is the only way to counteract the consumer spending spree. The unions regard this measure as an imposition on the workers, however.

Another reason for postponing a dose of such strong medicine is that the economy does not yet seem strong enough to take it. But the most important argument in favour of delaying this move is the round of wage-scale negotiations at present under way. It is feared that if the surcharge is imposed those industries at present involved in collective bargaining will face heavier demands on the part of the labour force to replace the money in their pocket snatched by the surcharge.

Probably the government also wants to avoid aggravating any difficulties in its relationship with the unions so quickly after the elections, which higher taxes might do.

The reasons why industrialists are not keen on a tax surcharge at the moment are different from those advanced by the unions. Their fear is that higher taxes would nip to growing tendency towards new investments in the bud. The next few months will show how far the upward climb in the economy is to go. This will determine whether there is to be a tax surcharge or not. But no one should be led to believe that this is the sole or decisive method of fighting inflation. There should be no doubt that restrictive measures by the Bundesbank will have to come before and after such a surcharge.

Folke W. Friese

(Lübecker Nachrichten, 31 January 1973)

Bundesbank calls for more power

The Bundesbank is no longer satisfied with the Bundesbank Law. In a letter to Finance Minister Helmut Schmidt bank authorities in Frankfurt have called for three amendments to this legislation, as decided on by the Central Bank Committee on 14 December last:

1. The rates of minimum reserves by means of which the Bundesbank can influence the amount of money in circulation and the levels of credit available, should be increased. An amendment of § 16 should increase the rates for sight deposits from thirty per cent to forty, for time deposits from twenty to 25 and for savings deposits from ten to fifteen per cent.
2. A newly introduced § 16a should allow the Bundesbank to demand of finance houses up to one hundred per cent of the growth in short and medium-term credits, bill-of-exchange credits, securities and shares as minimum required reserves (positive growth reserves).
3. A paragraph 16b should be introduced giving the Bundesbank the right to introduce certain upper limits instead of the positive growth reserve requirement for all the credits covered by § 16a and other assets.

This kind of credit restriction, which could be the most powerful weapon in the Bundesbank's hands, should, however, only be available for use for a maximum of one year.

Finance houses that fail to follow the Bundesbank's orders to a serious degree would be reported by the Bank to the Federal Supervisory Bureau for Credit Transactions.

Finance houses that go on lending above the maximum level imposed by the Bundesbank could, if the Bundesbank's recommendations are followed, be required to pay the excess sum to the Bundesbank for deposit on a giro account with nil interest.

Since the Bundesbank is suggesting exempting certain finance houses and certain assets from these measures many bankers are asking anxiously whether such changes in structural policy should be undertaken by an institution that is not subject to parliamentary controls.

(Die Zeit, 2 February 1973)

Unwanted dollar flood in

At first glance the latest crisis over [illegible] American dollar seems to[illegible] inexplicable. Prices in the United St[illegible] rose last year considerably more [illegible] than in most European count[illegible] including the Federal Republic.

We shall have to wait and see h[illegible] prices develop following the relaxation [illegible] the wage and price freeze. But [illegible] withdrawal from Vietnam means [illegible] removal of a financial burden from [illegible] USA.

The budget just presented by Presid[illegible] Nixon for the fiscal year 1974 mark[illegible] move away from tax measures [illegible] stimulate the economy and, desp[illegible] announced government expenditure [illegible] almost 270 milliard dollars, a cert[illegible] degree of application of anti-inflation[illegible] brakes. In short, as far as purchas[illegible] power at home is concerned the dol[illegible] should be well on the way to regaining [illegible] health.

Obviously it is not. For there is [illegible] large block of Eurodollars to be ta[illegible] into account. Recently development[illegible] currency markets have started [illegible] underline once again the great vulnera[illegible]ity of the dollar. Once again hot dol[illegible] are flooding into the Federal Republic.

Last autumn this country began to [illegible] the monetary tide and the guardian[illegible] the Mark cannot be pleased to see [illegible] tide has changed again. This country h[illegible] sought to protect itself with [illegible] cash-deposit legislation and the ban [illegible] the sale of fixed-interest securities [illegible] foreigners, but the latest developm[illegible] are displeasing because they set lim[illegible] the restrictive operations of the Bun[illegible] bank to stem the tide of hot dollars.

The need to act swiftly against [illegible] trend is shown by America's m[illegible] balance of payments deficit in 19[illegible] 6,400 million dollars and this cou[illegible] surplus of 20,300 million Marks.

Although the dollar had not [illegible] sliding recently it seems the days are [illegible] when it approached its middle pari[illegible] 3.225, as last December, and [illegible] Bundesbank could calmly contem[illegible] releasing dollars from its excessively [illegible] reserves.

The introduction of a m[illegible] exchange rate for the lira was not [illegible] harmless national measure as it [illegible] seemed to be, since it invoked [illegible] increased flood of Eurodollars [illegible] Switzerland, which in turn led [illegible] floating of the foreign exchange rate [illegible] the Swiss franc. The subsequent flow [illegible] these dollars into the Federal Repu[illegible] pushed the exchange rate down to [illegible] minimum of 3.15 Marks to the dollar [illegible] which level the Bundesbank is obliged [illegible] support the dollar.

The Cabinet decided on 3 February [illegible] apply stringent foreign exchange contr[illegible]

Franz Thom[illegible]

(Süddeutsche Zeitung, 1 February 19[illegible])

Economy picking up says BDI

The Federal Republic econom[illegible] according to the Confedera[illegible] Industries, going through a phas[illegible] recovery prior to an upward trend.

In a recently published report the [illegible] states that the economy is now [illegible] attuned to more lively demand, [illegible] stocking up with raw materials [illegible] semi-finished products. This, the [illegible] says, is particularly benefiting [illegible] manufacturers of primary goods [illegible] producer goods. But the level of opt[illegible] is not so high that continued [illegible] investment can be expected.

The report states that stability is [illegible] given top priority in this country [illegible] aim of the EEC to achieve a good [illegible] level of growth in gross product of [illegible] 5.5 per cent cannot be achieved w[illegible] sterling work on the part of the [illegible] Republic.

(Kieler Nachrichten, 2 February [illegible])

An increase in petrol tax or the introduction of a surcharge on wages and income taxes this year cannot be ruled out. But the prospect of introducing tolls for the use of autobahns seems to have been shelved for this year. The ministers responsible for deciding what taxes we shall be paying in 1973 met recently to try to iron out their differences.

The Parliamentary State Secretary at the Bonn Ministry of Finance Konrad Porzner made it quite clear at Question Time in the Bundestag on the same day that an increase in the tax on fuel oils was quite on the cards this year. But he does not expect tollgates to be set up on West German autobahns in 1973.

The government has never made any secret of the fact that the projects it has in mind will involve an increase in public spending. But even if an autobahn toll is decided upon it would take several months before all the necessary preparations could be made and the tax could scarcely become effective this year.

Ministers discuss tax policies

Transport Minister Lauritz Lauritzen confirmed in a *Stern* interview that the decision on petrol tax and the proposed autobahn tolls could be made during the budget deliberations in mid-February but not before. Herr Lauritzen would insist that more money be made available to his Ministry.

He said that an autobahn toll would only make sense if a simple, fair and cheap method of levying it could be found. An overall payment of just twenty Marks per annum by all motorists would bring in 500 to 600 million Marks more in revenue.

This tax conference was attended by Helmut Schmidt (Economic Affairs), Hans Friderichs (Finance) and Vice-Chancellor Walter Scheel, and the "large consumers" of tax revenue. Among them are Walter Arendt (Labour Affairs), Josef Ertl (Agriculture), Lauritz Lauritzen and Education Minister Klaus von Dohnanyi. Georg Leber (Defence) was unable to attend.

According to information released by government circles ideas on how to increase revenue differ widely. We hear that Herr Friderichs opposes Herr Schmidt's proposal to increase petrol tax on 1 July without waiting for a reform of road tax to be implemented.

Each Pfennig increase in petrol tax means additional revenue of 300 million Marks for Bonn per annum. Lauritzen is among those who support such a move.

Hans Friderichs, on the other hand, feels that for the moment tax increases to finance government plans and reforms are avoidable. During the Cabinet consultations he spoke in favour of exploring the possibility of introducing a tax surcharge, which could be frozen, for economic reasons.

(Stuttgarter Nachrichten, 1 February 1973)

COMMON MARKET

EEC agricultural policy reviewed

For the farmers of Great Britain, Denmark and Eire the European communal agricultural market became a reality on 1 February. The European Commission in Brussels has now passed the final clauses required to allow the three new members to enter into the unified agricultural market. In certain cases transition agreements have been brought into force which will apply until the publication of the new regulations in the official European Communities gazette. The new members will immediately be bound by the agricultural system built up by the Six over more than ten years with its guaranteed producer prices.

The EEC agricultural policy was not made from one mould. It has been built up over the years into a firm network of measures. In Brussels it is called logical and flexible. In the present, circumstances, it is claimed, a better system would not be possible.

But its detractors accuse the system of being too rigid and bureaucratic, taking too little account of the consumer and making excessive subsidies to farmers. Which is right?

When the fathers of the European agricultural system first set to work they had a concept. They wanted to make the agricultural market the first part of the Common Market that was truly common, and thus pave the way for overall integration. But it soon became clear that on certain important points they had miscalculated.

The agricultural harmonisation area *stretched* from Schleswig-Holstein to Sicily and from the Bavarian Woods to the French Atlantic coast with its unified prices, but widely differing conditions of agricultural production. There was a transitional period, but this was too short. The roof was built more quickly than the house. And national feelings were underestimated.

None of the European governments went whole-heartedly into the ideal of integration with flags waving.. Sometimes amid great secretary and at times quite openly governments attempted to see their farmers all right rather than submitting to the needs of the Community. The elan of the initial phase faded and the thrust and parry began.

The third mistake that must be noted is the way the rate of integration in other economic spheres was over-estimated. Aspects of integration that still have not been achieved were expected to be cut and dried long ago.

Tax legislation moved very slowly. Prices of agricultural equipment still vary immensely from country to country, as do farm workers' wages. And there is still no unified currency for Europe.

The Community agriculture market has an economic and a social component. Brussels reasons that European farmers are not to be exposed to world farm-produce prices. If world prices were introduced to the EEC this would result in chaos with almighty social hardships, or require subventions of an astronomical level. From the point of view of keeping voters happy at the next elections no government would dare to put agriculture through such a slimming course.

EEC agricultural-produce prices have been fixed at a relatively high level. Account was taken of the large number of small ailing farms. Levies at European frontiers protect European agriculture from cheap imports from non-EEC countries. On the other hand it was decided that subsidies must be provided to make possible over-production exportable.

The agriculture policy was bolstered by good industrial results. It was possible for farmers on small unprofitable holdings to give them up and move to industry without unemployment ensuing. But these high agriculture prices were soon found to have an undesirable side-effect. They encouraged over-production and unwanted surpluses and failed to give any indication of the amount of productivity required, as a free market would have.

What is the solution? The very first negotiations with the three new members showed thet there would continue to be a bitter battle for national advantages.

At Green Week the Farmers Union President Baron Heereman said that there was still nothing like a "common" market.

Critics are demanding lower prices and less protectionism from Brussels. But there is no prospect of revolutionary changes in the foreseeable future, unless higher political motives lead to a veto.

Agriculture ministers will continue to try to gain as many advantages for their farmers as possible. They have no lack of arguments in their favour at present.

DER TAGESSPIEGEL

Economies are running high, everything is getting more expensive — must agriculture mark time? At the same time international market prices have made most agricultural raw materials vastly more expensive.

There are certain hopes that there will be a gradual change in the agriculture policy of the EEC and that it will show greater kindness towards the consumer. The hopes are coming from another quarter, from the social side. The position of European farmers has improved. There are still some depressed areas, but their number is dwindling.

The new members are not a burden — they have brought highly productive farms with them into the EEC. As the social problems of farmers are broken down the chance of stabilising prices increases in direct proportion. It may even be possible to lower prices, create greater competitiveness and open up the gates to the world to a greater extent. What is needed then is a stronger agricultural sector.

(Der Tagesspiegel, 28 January 1973)

EEC prepares programme for environmental protection

Environmental protection is being considered by the EEC as well as other organisations. The Brussels Commission has ordered eighteen preparatory studies leading to a blueprint for a Western European programme of environmental protection.

At the same time a draft has been put forward for joint EEC regulations on permits for bicycles with auxiliary motors, so that the amount of noise permitted can be determined on a joint basis by the Common Market.

Noise pollution, its consequences and ways of cutting it down on main highways, airports, railways and tram routes is central to the EEC authority's studies. Control and measuring devices as well as equipment to cut noise pollution, and control and administration regulations are being compared for their respective effectiveness.

The other main topics to be discussed in the EEC studies are:

— Introduction of certificates of commendation for products that have been manufactured without causing damage to the environment;

— Equipment, standards, regulations, administrative procedures, controls and compulsory measures for keeping air and water free from pollution;

— Control of the process of urbanisation.

Special investigations have been called for with regard to the pollution of coastal waters and the seas — with a comparison of agreements already in existence — and a study of water pollution by petro-chemical industries.

The EEC campaign of action for protection of the environment must have been ratified by the end of the year, according to the terms of the Paris Summit.

(Kölner Stadt-Anzeiger, 1 February 1973)

'Tenth member' still irks EEC members

Dutch European Parliament member Henk Vredeling, a member of the socialist parliamentary group, is fighting a tireless battle against one of the chinks in the EEC armour — inter-German trade.

In his countless questions to the Parliament and the EEC Commission in the past few years he has pointed out actual or alleged irregularities arising from this blurred area of the Common Market.

Now Meneer Vredeling wants to know from the Commission and the Council of Ministers whether the signing of the Basic Treaty between the two Germanies will not force the Community to reappraise its trade policy with regard to the GDR.

He *is not* the only European who finds the problem of inter-German trade a thorn in the flesh. Other EEC countries object to the way an exception is made for the GDR as for no other outside country. But reasons for these objections differ widely.

The latest French objection to the Germans' *concurrence abusive*, which was discussed by Chancellor Brandt and President Pompidou at their recent meeting, turned out to be just a feeler. According to *Le Monde* it cannot have anything to do with economic envy, but just an example of French mistrust "at anything that looks remotely like the beginnings of German unity".

At the Paris consultations it was decided to drop this bone of contention. The Council and Commission in Brussels are believed to have treated the matter in similar fashion. The answer to Henk Vredeling's latest objection can only be that the "protocol on inter-German trade and all matters arising from it" are part of the EEC treaty.

This protocol cannot be cancelled without Bonn's permission. Inter-German trade ranks alongside Four-Power responsibility and the creation of plenipotentiaries rather than an exchange of ambassadors as one of the three pillars on which the special relationship between the GDR and Federal Republic rests.

On the foundation of the EEC in 1957 the Federal Republic made membership dependent on the acceptance by the Community that "trade between the Federal Republic and German territories outside the borders of the Federal Republic" would be regarded as inter-German trade.

In return the Federal Republic was prepared to accept conditions imposed by other countries, such as Belgium and France's decision that associate membership for their African colonies would be a *conditio sine qua non* of their entry.

Thus in trade between the Federal Republic and German Democratic Republic the normal subsidies and levies as well as the application of the Community customs tariff were waived. On the other hand the remaining members of the EEC treat the GDR as any other country outside the Community, as far as trade is concerned.

Thus levies on agricultural imports from the GDR to The Netherlands for instance do not go into the Community agriculture kitty, but stay in Holland. On the other hand the agriculture fund does not pay subsidies for the export of farm produce from The Netherlands to the GDR as it would for exports to other outside countries. This money has to be found by the Dutch government.

There have been repeated cases of irregularities, such as the evasion of customs duty on goods from the GDR being sold to one of the other five EEC members by prior importation into the Federal Republic, and conversely subsidies from the agriculture fund have been collected unjustly.

These, like other white-collar crimes, will be ineradicable in the future. Official sources in Brussels and Bonn have, however, given assurances that compared with the scope of inter-German trade and the manner in which it is carried out this chink in the EEC's defences offers relatively little opportunity to swindlers.

Moreover whenever organisations in the GDR have been involved in irregularities the authorities there have been most keen to clear them up with alacrity so that the GDR would be seen as a reliable treaty partner for international relationships. When trade is greatly disrupted it is possible for any member country to resort to the provisions of the EEC treaty. But up till now disputes have never gone this far.

If the EEC ever concludes a trade treaty with the GDR — a development that would spring quite logically from the joint trade policy — inter-German trade would then have to be made an exception either by a resolution contained in a treaty or simply by means of an additional clause.

France and Great Britain, the victorious powers, expressed their approval of Article 7 during the consultations on the Basic Treaty, this stating that trade between the Federal Republic and the GDR should be developed on the basis of the present agreement. This includes the EEC treaty.

European Parliamentarian Meneer Vredeling said: "Herr (Egon) Bahr cannot make all the decisions himself." He believes that if a trade treaty is concluded with the GDR all EEC members should be subject to the same conditions. No one in Brussels would agree to going this far, however, since it would undoubtedly spur other Eastern European countries on to demanding the same advantages for themselves.

Hans-Hagen Bremer

(Die Zeit, 2 February 1973)

■ AVIATION

Europlane could be in the air by 1977

Europe's aircraft industry sees a fresh opportunity of outdoing the all-powerful Americans. "The situation is straightforward," says Werner Blohm, manager of Messerschmitt-Bölkow-Blohm. "The question is: Who is going to grasp the initiative?"

Starting in 1978 airlines will be putting their Boeing 737, BAC 1 – 11 and Douglas DC 9 short-haul jets into mothballs. It is not yet clear which aircraft will take their place. The proposition is a lucrative one, demand amounting to some 2,000 aircraft.

Werner Blohm has a project up his sleeve. Together with British Aircraft Corporation, Saab Scania of Sweden and CASA of Spain the *Europlane* project has been drafted over the past two years.

"The Europlane," says project manager Heribert Flosdorff, "could be in the air by 1977." The Europlane may be the apple of Hamburg's eye, the Hamburger Flugzeugbau division of MBB being responsible for civil aviation, but it is a thorn in the flesh for the competition in Bremen.

VFW/Fokker of Bremen and Amsterdam are working in conjunction with Dornier of this country and Hawker Siddeley of Britain on a similar project.

In the opinion of VFW project manager H. J. Höppner the Europlane is a catastrophe for Europe. He may not have a specific alternative at the ready but "We are still laying the groundwork for a commercial aircraft for the eighties."

McDonnel Douglas and Boeing of the United States have progressed somewhat further, though. A few weeks ago the US Congress approved a surprise 182 million dollars towards the construction of two short-and medium-haul commercial jets.

Both firms will be constructing versions of military transport planes with short take-off and landing properties (the ability to take off and land on runways of from 600 to 1,200 metres). Both projects are to reach the flight trial stage by mid-1976 at the latest.

Congress's readiness to foot the R & D bill is a consequence of the commercial potential of STOL aircraft and the assumption that military jets can easily be converted for commercial use, *Business Week* comments, concluding that by the end of the decade the US aircraft industry might thus be in a position to compete with foreign products on the short-haul market.

The competitor that worries the Americans most is the Europlane. Europe's lead in STOL technology and the development of up-to-date short-haul jets have not gone unnoticed in the United States, the US aircraft industry demanding government subsidies to the tune of 3,000 million dollars in order to bridge the gap.

"The United States has an obvious need of short-haul aircraft and we hope that requirements will not have to be fully met by foreign products," Karl Harr of the US aircraft industry laments.

He is somewhat overstating his case. Boeing already have two projects in the pipeline. Together with Airitalia they are working in the South of Italy on the 7 x 7 project, which is jointly subsidised by the Italian government and the Common Market fund for development areas.

"Boeing specify their requirements and the Europeans foot the bill," Werner Blohm criticises.

Boeing are collaborating on a second short- and medium-haul jet with the Japanese. Japan has provided for 2,000 million Marks in expenditure on the development of this entirely new aircraft. Production is due to commence in 1978.

Hamburg project managers are thus not unjustified in considering Boeing to be the most serious competitor, particularly as the Boeing projects have much in common with the Europlane.

All three are aircraft that make far less noise than the most up-to-date jets currently in the air. They are all capable of taking off and landing on shorter runways and conveying between 150 and 250 passengers on short and medium runs.

US activity underlines at least one point. The prospects for a Europlane-type aircraft are evidently considered to be good.

In the wake of the unprofitable Hansa Jet venture Hamburg has also learnt that major opportunities must be seized. "It is better to try for a real potential market," Werner Blohm says, "than to look for nooks and crannies in the market even though there may be competitors for the major projects."

The Europlane managers sounded out the potential market as long ago as 1971. The upshot of their talks with 27 international airlines was that there will be a genuine need for a new short-haul aircraft from 1978 on.

The new aircraft must be extremely quiet and convey between 120 and 180 passengers over a distance of 600 miles or so, "preferably 180," project manager Flosdorff adds. STOL as provided for in the Europlane concept is not called for.

Flosdorff has the following explanation for the rejection of the STOL concept, the advantages of which – far better utilisation of runways and air space, access to small airports and less noise – are highly rated in the United States: "Airports lack the ground facilities for the steep approach and take-off runs of STOL aircraft."

The Europlane project engineers were not unhappy at having to abandon their STOL plans. Only theoretical solutions to the problems presented are at present available. Practicable solutions are till a distant prospect.

The Europlane concept was drawn up on the basis of this market research. It is a twin-jet aircraft seating 180 passengers and capable of taking off and landing on 1,200 metres of runway (current short take-off jets manage 1,300 to 1,600 metres at best).

It will have a range of 600 miles, extendable to 2,200 miles and 220 passengers providing the Europlane takes off from conventional runways.

The noise problem is solved by means of a staggeringly simple stratagem that was admittedly first evolved by VFW, the Bremen competition. The jets are mounted on top of the wings or ailerons and the noise is deflected overhead.

With the aid of a minimum of additional noiseproofing surprising reductions in the amount of aircraft noise can be achieved. On take-off a Boeing 737 bombards an area of fifteen square miles with barely tolerable noise. The Europlane will only reach this noise level over an area of three to four square miles.

This solution has also been adopted by Boeing. Both the Italian 7 x 7 project and the Boeing military transport plane boast twin jets mounted on top of the wings.

In passenger capacity Boeing also plan something similar to the Europlane, 150 in the case of the military transporter and 190 or 270 in the case of the Italian project.

There will be no difference in engines either. The only engines that can conceivably power either the Europlane or the two Boeing projects are the Rolls Royce, General Electric and Pratt & Whitney engines developed for the Boeing Jumbo, the Tristar, the DC 10 and the European airbus.

Even Europlane critic Höppner of VFW would not want to recommend an alternative. VFW too have plans for a company with full STOL properties and attach prime importance to noise abatement.

Herr Höppner would, however, stress the need for an entire family of European aircraft for short- and medium-haul requirements, production to be spread over Europe as far as possible.

He considers a three-jet short- and medium-haul aircraft capable of a range of up to 2,500 miles to be an urgent necessity. The Europlane, he feels, represents "competition for the European airbus, something that ought to be out of the question within Europe."

In Hamburg the Europlane is considered not to represent competition for the airbus. The airbus, designed for a range of 1,750 to 2,325 miles and a seating capacity of between 280 and 3[illegible] is, Hamburg says, obviously a size larger.

The possibility of a smaller version of the airbus being built is dismissed by Hamburg as unrealistic because it would not prove an economic proposition.

Fund-raising presents the Europlane project with far greater problems at present. By April 1974, when development proper is to get under way, finances must be settled, Flosdorff says.

The twelve to fifteen million Marks that will be spent in the meantime will, if necessary, be provided by the five partners in the venture. Then, however, the governments of the countries concerned would start having to foot the bill.

Overall development costs are estimated at 1,300 million Marks. On the basis of past experience it can be assumed that the final total will be more than 2,000 million.

The final decision will thus be taken in Bonn and Whitehall. Without encouragement from Bonn we will not, of course, be investing tens of millions of Marks, Werner Blohm points out.

Rolf Dikk[illegible]

(Die Zeit, 26 January 1973)

West Berlin airports face further setbacks

Fresh upsets face air travel to and from West Berlin. The airport authority is busy completing the first stage of Tegel-Süd yet hardly have the storm clouds settled on the controversy with Bulgaria over the refusal to allow direct charter flights from West Berlin to Black Sea resorts (a controversy that ended in a defeat for Berlin) but renewed threats to West Berlin's civil aviation status are gathering on the horizon.

Attempts are being made increasingly to reroute charter flights to Western countries via Schönefeld, the East Berlin airport. Charter airlines in the Western countries concerned are keen on staking their claim to a share in the lucrative West Berlin charter traffic. In return East Berlin's Interflug is trying to corner a slice of the market.

So far West Berlin charter traffic has been handled exclusively by carriers registered in Britain, France and the United States. Because of the Allied countries' special political privileges their airlines alone are entitled to use the three air corridors, which remain the city's sole link with the West that is not subject to GDR supervision.

Spantax and other Spanish charter operators are thus unable to participate in direct charter traffic between West Berlin and Spanish holiday resorts. The same applies to Turkish airlines and charter flights to and from home for Turkish workers in West Berlin.

Flights for foreign workers are by no means an uninteresting proposition. Last year's statistics reveal that flights for foreign workers made up ten per cent of charter traffic to and from Tegel, and in view of the unusually large number of Turks among foreign workers in West Berlin a fair amount of importance attaches to flights to and from Turkey.

It is now rumoured that Türk Hava Yollari, the Turkish airline, plans to reroute all or nearly all charter flights to Istanbul from Tegel to Schönefeld in East Berlin.

At present THY, which is not permitted to use the Allied air corridors and fly directly to West Berlin, is paid by the Western charter operators Dan Air, Laker Airways and Modern Air a flat rate of 55 Marks per seat there and back regardless whether their charter flights from Tegel to Istanbul are fully booked or not.

The return ticket costs 425 Marks, including, of course, the 55 Marks paid to Turkish Airlines.

Were charter traffic to be transferred, even partially, to Schönefeld this fresh inroad into West Berlin's civil aviation status would be serious enough to necessitate Bonn acting on its undertaking to negotiate both with the Soviet Union and with the GDR to safeguard West Berlin's long-term aviation interests.

At the same time the special position of the three Western airlines PanAm, BEA and Air France must be fully maintained for paramount political reasons (by virtue of these three countries' rights as winners of the Second World War they provide the sole guarantee of free and unhindered air traffic between Berlin and the remainder of the Federal Republic).

Western charter operators' plans to break the Allied monopoly in West Berlin traffic by using East Berlin's Schönefeld airport are, says Christian Democratic leader Heinrich Lummer of the city's House of Representatives, alarming. The Senate noted that it has not been notified of anything definite.

Despite these clouds on the horizon the airport authority is pressing ahead with plans to make the city's airports fit and suitable for international air traffic. In this year a further 77 million Marks will be ploughed into Tegel-Süd.

Of the total estimated construction costs of 414 million some 170 million Marks have thus already been invested in the new Tegel airport, which is to take delivery of the first new telescopic loading bays in a few weeks' time. New buildings will be ready by this autumn.

The volume of traffic has declined, however, and no amount of construction work can eliminate the fact. Already last year the easing of travel restrictions on overland routes to and from the Federal Republic made its mark on air passenger statistics.

Despite an increase of 14.4 per cent in charter traffic the number of passengers registered in Tempelhof and Tegel fell [illegible] per cent to 5.52 million. The number of landings and take-offs were down [illegible] per cent and turnover was 900,000 [illegible] down on what had been expected.

Peter Sch[illegible]

(Handelsblatt, 26 January 1973)

■ MOTORING

Traffic police give their answers to traffic problems

Just about everyone has solutions to traffic problems off pat in this country, and the more experts (or would-be experts) there are, the more proposals are forthcoming as to changes that can be made for the better.

Yet oddly enough next to no one stops to ask the policeman on point duty or patrol, the man who from day-to-day experience is best qualified to venture an opinion as to what could be done to improve road safety.

A survey has recently been conducted by the Bavarian Interior Ministry at the suggestion of the Motor Insurers Association. Bavarian traffic policemen filled in 1,484 questionnaires and answered 20,223 questions.

The aim behind this article is to list a few of the answers supplied in the police officers' own words. Experience has taught them a thing or two about the civil engineering aspects of accident factors, for instance.

"Newly asphalted road surfaces," one policeman writes, "are at times so smooth that they are slippery in rainy weather and the risk of accidents is considerable. In glaring sunlight they can also reflect so much light as to blind motorists and also contribute towards the accident risk.

"In places flat gutters separate roads from pavements. In winter ice and snow in these gutters can turn to slush and then be frozen into a mirror-smooth trail of ice.

"When the front wheels of a front-wheel drive vehicle run in the gutter the vehicle's path cannot be righted until a rough patch is reached. By the time this is the case the off-side drive wheel is frequently turned too far and the car spins over to the wrong side of the road."

Frankfurter Allgemeine

The danger represented by roadside obstacles is self-evident to police officers for whom taking accident statements is part and parcel of the day's work. One of them has this to say: –

"Roadside trees both cause and worsen accidents. These deathtraps ought to be replaced by suitable shrubbery. This is a substantial accident factor that is ignored by most local authorities."

Here is another observation that many motorists will also have made: "... in road repairs many contractors use surfaces different from the existing one. The grip of tyres on the surface material varies as a result, particularly in wet weather, an accident factor that is frequently disregarded."

Many police officers are none too satisfied with the size and appearance of road signs either. One writes, and you can hardly deny that there is something in what he says, that:

"Signs giving forewarning of dangerous bends provide no indication of the direction and course of the corner. Either a specific indication ought to be added or the symbol ought to show the actual shape of the bend ahead."

Motorists will agree with this comment as much as they are bound to do so with the following objections:

"Often enough a motorist does not have time to assimilate a cluster of road signs on top of one another. Speed limits, often an unnecessary 20 kph at insignificant road works, are thus frequently disregarded."

Another police officer has a suggestion to make about the problem of cumbersome clusters of road signs:

"A special road sign combining the recommendation to take care with a specific speed limit would make sound sense. It could also include a ban on overtaking."

There was a substantial response to questions concerning characteristic driving errors. It includes comments that many motorists would hardly expect to hear from police officers.

"Drivers of powerful vehicles fail to utilise to the full the power and acceleration of their cars when overtaking or moving off from a standing start.

"Despite the opportunity to do so they do not drive at the full speed allowed them in built-up areas. They drive too slowly for reasons of evident incompetence and hinder the flow of traffic."

In answer to questions as to the possibility of improving driving instruction and road safety one police officer writes:

"Most driving instructors' reputations of getting as many of their pupils as possible through the driving test get the emphasis completely wrong. Driving instructors ought to be under obligation, in conjunction with the appropriate authorities, to ensure that suitable candidates only take the driving test."

Another officer notes that "at driving schools learners are taught to drive carefully rather than to cope with dangerous situations. Skid courses ought to form part of their curriculum and no one should be let loose on other road users without having driven at at least 120 kilometres an hour (75mph)."

The present practice of imposing fines is not felt to be entirely satisfactory by many policemen. Many feel it to be simply unfair. "Fines," one suggestion runs, "ought to be pegged to the driver's earnings."

Inappropriate fines

Other see drawbacks in the current "catalogue" of fines prescribed for specific offences.

"It would be preferable, to take but one example, to increase the fine for turning where doing so is prohibited to twenty Marks, the offence invariably being deliberate, whereas five Marks for negligently parking at a point where parking is prohibited is ample."

Alternatives to the present system of graduated fines are also proposed, for instance "the introduction of a ticket with a number of spaces that are clipped or stamped when an offender is caught or convicted. Once the spaces are full a three-month driving ban would be automatic."

Last but not least, one law enforcer laconically commented that "court sentences ought to be stiffer."

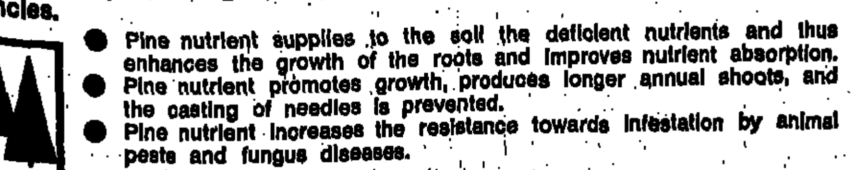
(Frankfurter Allgemeine Zeitung für Deutschland, 24 January 1973)

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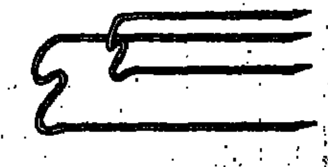
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■ AVIATION

Europlane could be in the air by 1977

Europe's aircraft industry sees a fresh opportunity of outdoing the all-powerful Americans. "The situation is straightforward," says Werner Blohm, manager of Messerschmitt-Bölkow-Blohm. "The question is: Who is going to grasp the initiative? "

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McDonnel Douglas and Boeing of the United States have progressed somewhat further, though. A few weeks ago the US Congress approved a surprise 182 million dollars towards the construction of two short-and medium-haul commercial jets.

Both firms will be constructing versions of military transport planes with short take-off and landing properties (the ability to take off and land on runways of from 600 to 1,200 metres). Both projects are to reach the flight trial stage by mid-1976 at the latest.

Congress's readiness to foot the R & D bill is a consequence of the commercial potential of STOL aircraft and the assumption that military jets can easily be converted for commercial use, *Business Week* comments, concluding that by the end of the decade the US aircraft industry might thus be in a position to compete with foreign products on the short-haul market.

The competitor that worries the Americans most is the Europlane. Europe's lead in STOL technology and the development of up-to-date short-haul jets have not gone unnoticed in the United States, the US aircraft industry demanding government subsidies to the tune of 3,000 million dollars in order to bridge the gap.

"The United States has an obvious need of short-haul aircraft and we hope that requirements will not have to be fully met by foreign products," Karl Harr of the US aircraft industry laments.

He is somewhat overstating his case. Boeing already have two projects in the pipeline. Together with Airitalia they are working in the South of Italy on the 7 x 7 project, which is jointly subsidised by the Italian government and the Common Market fund for development areas.

"Boeing specify their requirements and the Europeans foot the bill," Werner Blohm criticises.

Boeing are collaborating on a second short- and medium-haul jet with the Japanese. Japan has provided for 2,000 million Marks in expenditure on the development of this entirely new aircraft. Production is due to commence in 1978.

Hamburg project managers are thus not unjustified in considering Boeing to be the most serious competitor, particularly as the Boeing projects have much in common with the Europlane.

All three are aircraft that make far less noise than the most up-to-date jets currently in the air. They are all capable of taking off and landing on shorter runways and conveying between 150 and 250 passengers on short and medium runs.

US activity underlines at least one point. The prospects for a Europlane-type aircraft are evidently considered to be good.

In the wake of the unprofitable Hansa Jet venture Hamburg has also learnt that major opportunities must be seized. "It is better to try for a real potential market," Werner Blohm says, "than to look for nooks and crannies in the market even though there may be competitors for the major projects."

The Europlane managers sounded out the potential market as long ago as 1971. The upshot of their talks with 27 international airlines was that there will be a genuine need for a new short-haul aircraft from 1978 on.

The new aircraft must be extremely quiet and convey between 120 and 180 passengers over a distance of 600 miles or so, "preferably 180," project manager Flosdorff adds. STOL as provided for in the Europlane concept is not called for.

Flosdorff has the following explanation for the rejection of the STOl concept, the advantages of which – far better utilisation of runways and air space, access to small airports and less noise – are highly rated in the United States: "Airports lack the ground facilities for the steep approach and take-off runs of STOL aircraft."

The Europlane project engineers were not unhappy at having to abandon their STOL plans. Only theoretical solutions to the problems presented are at present available. Practicable solutions are till a distant prospect.

The Europlane concept was drawn up on the basis of this market research. It is a twin-jet aircraft seating 180 passengers and capable of taking off and landing on 1,200 metres of runway (current short take-off jets manage 1,300 to 1,600 metres at best).

It will have a range of 600 miles, extendable to 2,200 miles and 220 passengers providing the Europlane takes off from conventional runways.

The noise problem is solved by means of a staggeringly simple stratagem that was admittedly first evolved by VFW, the Bremen competition. The jets are mounted on top of the wings or ailerons and the noise is deflected overhead.

With the aid of a minimum of additional noiseproofing surprising reductions in the amount of aircraft noise can be achieved. On take-off a Boeing 737 bombards an area of fifteen square miles with barely tolerable noise. The Europlane will only reach this noise level over an area of three to four square miles.

This solution has also been adopted by Boeing. Both the Italian 7 x 7 project and the Boeing military transport plane boast twin jets mounted on top of the wings.

In passenger capacity Boeing also plan something similar to the Europlane, 150 in the case of the military transporter and 190 or 270 in the case of the Italian project.

There will be no difference in engines either. The only engines that can conceivably power either the Europlane or the two Boeing projects are the Rolls Royce, General Electric and Pratt & Whitney engines developed for the Boe[ing] Jumbo, the Tristar, the DC 10 and [the] European airbus.

Even Europlane critic Höppner of [VFW] would not want to recommend [an] alternative. VFW too have p[lans for a] company with full STOL properties [and] attach prime importance to [noise] abatement.

Herr Höppner would, however, [stress] the need for an entire family of Europ[ean] aircraft for short- and medium-[haul] requirements, production to be spre[ad] over Europe as far as possible.

He considers a three-jet short- [and] medium-haul aircraft capable of a [range] of up to 2,500 miles to be an u[rgent] necessity. The Europlane, he fe[els,] represents "competition for the Europ[ean] airbus, something that ought to be o[ut of] the question within Europe.".

In Hamburg the Europlane is c[on]sidered not to represent competition [for] the airbus. The airbus, designed f[or a] range of 1,750 to 2,325 miles a[nd a] seating capacity of between 280 and [...] is, Hamburg says, obviously a size l[...]

The possibility of a smaller versi[on of] the airbus being built is dismissed [by] Hamburg as unrealistic because it w[ould] not prove an economic proposition.

Fund-raising presents the Europ[lane] project with far greater problem[s at] present. By April 1974, when dev[elop]ment proper is to get under way, [the] finances must be settled, Flosdorff s[ays.]

The twelve to fifteen million [...] that will be spent in the meantime w[ill, if] necessary, be provided by the [...] partners in the venture. Then, how[ever,] the governments of the cou[ntries] concerned would start having to fo[ot the] bill.

Overall development costs are [esti]mated at 1,300 million Marks. O[n the] basis of past experience it can be as[sumed] that the final total will be mor[e than] 2,000 million.

The final decision will thus be [in] Bonn and Whitehall. Without enco[urage]ment from Bonn we will not, of c[ourse,] be investing tens of millions of [...] Werner Blohm points out.

Rolf Dick[...]

(Die Zeit, 26 January [...])

West Berlin airports face further setbacks

Fresh upsets face air travel to and from West Berlin. The airport authority is busy completing the first stage of Tegel-Süd yet hardly have the storm clouds settled on the controversy with Bulgaria over the refusal to allow direct charter flights from West Berlin to Black Sea resorts (a controversy that ended in a defeat for Berlin) but renewed threats to West Berlin's civil aviation status are gathering on the horizon.

Attempts are being made increasingly to reroute charter flights to Western countries via Schönefeld, the East Berlin airport. Charter airlines in the Western countries concerned are keen on staking their claim to a share in the lucrative West Berlin charter traffic. In return East Berlin's Interflug is trying to corner a slice of the market.

So far West Berlin charter traffic has been handled exclusively by carriers registered in Britain, France and the United States. Because of the Allied countries' special political privileges their airlines alone are entitled to use the three air corridors, which remain the city's sole link with the West that is not subject to GDR supervision.

Spantax and other Spanish charter operators are thus unable to participate in direct charter traffic between West Berlin and Spanish holiday resorts. The same applies to Turkish airlines and charter flights to and from home for Turkish workers in West Berlin.

Flights for foreign workers are by no means an uninteresting proposition. Last year's statistics reveal that flights for foreign workers made up ten per cent of charter traffic to and from Tegel, and in view of the unusually large number of Turks among foreign workers in West Berlin a fair amount of importance attaches to flights to and from Turkey.

It is now rumoured that Türk Hava Yollari, the Turkish airline, plans to reroute all or nearly all charter flights to Istanbul from Tegel to Schönefeld in East Berlin.

At present THY, which is not permitted to use the Allied air corridors and fly directly to West Berlin, is paid by the Western charter operators Dan Air, Laker Airways and Modern Air a flat rate of 55 Marks per seat there and back regardless whether their charter flights from Tegel to Istanbul are fully booked or not.

The return ticket costs 425 Marks, including, of course, the 55 Marks paid to Turkish Airlines.

Were charter traffic to be transferred, even partially, to Schönefeld this fresh inroad into West Berlin's civil aviation status would be serious enough to necessitate Bonn acting on its undertaking to negotiate both with the Soviet Union and with the GDR to safeguard West Berlin's long-term aviation interests.

At the same time the special position of the three Western airlines PanAm, BEA and Air France must be fully maintained for paramount political reasons (by virtue of these three countries' rights as winners of the Second World War th[ey] provide the sole guarantee of fre[e] unhindered air traffic between Ber[lin and] the remainder of the Federal Repu[blic).]

Western charter operators' pla[ns to] break the Allied monopoly in West Be[rlin air] traffic by using East Berlin's Schö[nefeld] airport are, says Christian Dem[ocrat] leader Heinrich Lummer of the [Berlin] House of Representatives, alarming. [The] Senate noted that it has not been no[tified] of anything definite.

Despite these clouds on the horizo[n the] airport authority is pressing ahead [with] plans to make the city's airports [fit and] suitable for international air traffic. [This] year a further 77 million Marks [will be] ploughed into Tegel-Süd.

Of the total estimated constru[ction] costs of 414 million some 170 [million] Marks have thus already been inves[ted in] the new Tegel airport; which is [...] delivery of the first new telescopi[c ...] bays in a few weeks' time. New [...] will be ready by this autumn.

The volume of traffic has decl[ined] however, and no amount of constru[ction] work can eliminate the fact. Alread[y last] year the easing of travel restrictio[ns on] overland routes to and from the [Federal] Republic made its mark on [...] passenger statistics.

Despite an increase of 14.4 per [cent in] charter traffic the number of pa[ssengers] registered in Tempelhof and Teg[el ...] per cent to 5.52 million. The nu[mber of] landings and take-offs were down [...] cent and turnover was 900,000 [...] down on what had been expected.

Peter S[...]

(Handelsblatt, 26 Januar[y ...])

■ MOTORING

Traffic police give their answers to traffic problems

Just about everyone has solutions to traffic problems off pat in this country, and the more experts (or would-be experts) there are, the more proposals are forthcoming as to changes that can be made for the better.

Yet oddly enough next to no one stops to ask the policeman on point duty or patrol, the man who from day-to-day experience is best qualified to venture an opinion as to what could be done to improve road safety.

A survey has recently been conducted by the Bavarian Interior Ministry at the suggestion of the Motor Insurers Association. Bavarian traffic policemen filled in 1,484 questionnaires and answered 20,223 questions.

The aim behind this article is to list a few of the answers supplied in the police officers' own words. Experience has taught them a thing or two about the civil engineering aspects of accident factors, for instance.

"Newly asphalted road surfaces," one policeman writes, "are at times so smooth that they are slippery in rainy weather and the risk of accidents is considerable. In glaring sunlight they can also reflect so much light as to blind motorists and also contribute towards the accident risk.

"In places flat gutters separate roads from pavements. In winter ice and snow in these gutters can turn to slush and then be frozen into a mirror-smooth trail of ice.

"When the front wheels of a front-wheel drive vehicle run in the gutter

Frankfurter Allgemeine

the vehicle's path cannot be righted until a rough patch is reached. By the time this is the case the off-side drive wheel is frequently turned too far and the car spins over to the wrong side of the road."

The danger represented by roadside obstacles is self-evident to police officers for whom taking accident statements is part and parcel of the day's work. One of them has this to say: –

"Roadside trees both cause and worsen accidents. These deathtraps ought to be replaced by suitable shrubbery. This is a substantial accident factor that is ignored by most local authorities."

Here is another observation that many motorists will also have made: "... in road repairs many contractors use surfaces different from the existing one. The grip of tyres on the surface material varies as a result, particularly in wet weather, an accident factor that is frequently disregarded."

Many police officers are none too satisfied with the size and appearance of road signs either. One writes, and you can hardly deny that there is something in what he says, that:

"Signs giving forewarning of dangerous bends provide no indication of the direction and course of the corner. Either a specific indication ought to be added or the symbol ought to show the actual shape of the bend ahead."

Motorists will agree with this comment as much as they are bound to do so with the following objections:

"Often enough a motorist does not have time to assimilate a cluster of road signs on top of one another. Speed limits, often an unnecessary 20 kph at insignificant road works, are thus frequently disregarded."

Another police officer has a suggestion to make about the problem of cumbersome clusters of road signs:

"A special road sign combining the recommendation to take care with a specific speed limit would make sound sense. It could also include a ban on overtaking."

There was a substantial response to questions concerning characteristic driving errors. It includes comments that many motorists would hardly expect to hear from police officers.

"Drivers of powerful vehicles fail to utilise to the full the power and acceleration of their cars when overtaking or moving off from a standing start.

"Despite the opportunity to do so they do not drive at the full speed allowed them in built-up areas. They drive too slowly for reasons of evident incompetence and hinder the flow of traffic."

In answer to questions as to the possibility of improving driving instruction and road safety one police officer writes:

"Most driving instructors' reputations of getting as many of their pupils as possible through the driving test get the emphasis completely wrong. Driving instructors ought to be under obligation, in conjunction with the appropriate authorities, to ensure that suitable candidates only take the driving test."

Another officer notes that "at driving schools learners are taught to drive carefully rather than to cope with dangerous situations. Skid courses ought to form part of their curriculum and no one should be let loose on other road users without having driven at at least 120 kilometres an hour (75mph)."

The present practice of imposing fines is not felt to be entirely satisfactory by many policemen. Many feel it to be simply unfair. "Fines," one suggestion runs, "ought to be pegged to the driver's earnings."

Inappropriate fines

Other see drawbacks in the current "catalogue" of fines prescribed for specific offences.

"It would be preferable, to take but one example, to increase the fine for turning where doing so is prohibited to twenty Marks, the offence invariably being deliberate, whereas five Marks for negligently parking at a point where parking is prohibited is ample."

Alternatives to the present system of graduated fines are also proposed, for instance "the introduction of a ticket with a number of spaces that are clipped or stamped when an offender is caught or convicted. Once the spaces are full a three-month driving ban would be automatic."

Last but not least, one law enforcer laconically commented that "court sentences ought to be stiffer."

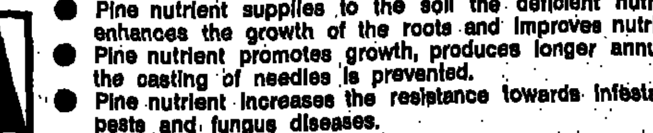
(Frankfurter Allgemeine Zeitung für Deutschland, 24 January 1973)

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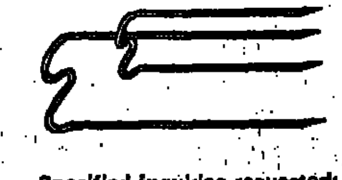
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■ THE ARTS

Fassbinder produces Mann's *Bibi* as a revue

DIE WELT

Heinrich Mann's *Bibi*, an operetta-style comedy dating from 1928, was first resurrected after the Second World War in Munich by an unknown drama student – Peter Stein!

The year was 1960 and it was Stein's first production. He converted Heinrich Mann's gigolo comedy into a musical and commissioned Richard Kapp, the German-American composer and conductor, to write the music.

Bibi, a loose series of scenes from high society and the underworld of the twenties, is based on the same motifs as another work by Heinrich Mann – his novel *Im Schlaraffenland* originally published in 1900.

The comedy has now been produced by another star of the drama world – Rainer Werner Fassbinder, who emerged from an underground Munich theatre at the end of the sixties and has been climbing ever since. As it has already been produced as an operetta and a musical, Fassbinder provides a third version – this time as a revue.

By presenting *Bibi* as a revue, Fassbinder is following Bochum theatre's new line of providing popular items which will attract audiences and guarantee box office success.

Fassbinder's *Bibi* revue is in many ways a follow-up to the pompous adaptation of Hans Fallada's novel *Kleiner Mann, Was Nun?* with which Bochum theatre started its season. The cast is more or less similar and the ballet ensemble is also the same.

Audiences can await the second half of the theatre season with quiet expectation, as Bochum has a new hit for the weeks of carnival that are now on top of us, a great spectacle for all those persons who entertained doubts about the future of drama in this country.

The revue would not have been recognised as a Fassbinder production had it not been for the particular brand of humour that lies behind the imaginative series of scenes illustrating the career of the small-time Bibi.

Fassbinder parodies the theatre where he now works. It starts with the boss, whom he sends across stage with a red pullover over his shoulders and dark glasses hiding his eyes.

He parodies the high buskins of Peter Zadek's production of *Merchant of Venice*, he quotes from the revue *Kleiner Mann, Was Nun?*, has his own *Liliom* production mentioned by the compere, and makes Hanna Schygulla repeat the Marilyn Monroe skit found in this production.

A new feature of modern public relations can be found in Bochum – the theatre makes fun of itself and thereby makes propaganda for its other productions.

Once again, the small man sees the magnates fall but the scenes composed by Heinrich Mann, better known as a novelist, do not provide much in themselves. The dialogue does not make much impact and characterisation is brittle.

Fassbinder's revue pokes fun at the cabaret of the twenties and thirties. Offenbach's Moulin Rouge scenery appears with Toulouse Lautrec drawing in front of it and Heintje sings his sickly song about ascending Christmas angels.

The revue breaks its banks. Its accumulation of scenes may correspond to Fassbinder's ideas of a theatre production as impulsive chaos but they do not offer sufficient opposition to the theatre's greatest enemy – boredom.

This is probably what caused the boos that mingled in with the generally jubilant applause at the final curtain. Those persons showing their displeasure in this way wanted to know where Bochum theatre is to go from here.

Wolfgang Stauch-von Quitzow

(Die Welt, 25 January 1973)



A scene from Fassbinder's production of *Bibi* (Photo: Stadttheater Bochum)

Old book rarities at Stuttgart sales

Stuttgart's annual Old Book Fair – held this year between 1 and 4 February at the Württembergischer Kunstverein on Königsplatz – was dominated by old prints, graphic works, cartoons and manuscripts as well as rocketing prices.

A new feature of the Antique Fair was the listing of prices in the one hundred odd page catalogue issued beforehand. Of course the sixty or so firms exhibiting used this as a shopwindow for their most attractive items but several of them announced they would issue extra catalogues at the Fair for the sectors in which they specialise.

The booksellers at this year's Fair were outstanding. They exhibited a number of rarities from the German literature of the reformation era as well as Classical and romantic works.

Herder's famous collection *Von Deutscher Art und Kunst* (1773) with Goethe's prose hymn *Von Deutscher Baukunst* and the first copy of the earliest version of *Sah ein Knab ein Röslein stehn* is available in a number of copies, costing between nine hundred and a thousand Marks.

A Stuttgart firm put a price of 1,200 Marks on one of the rare complete and finely bound copies of Mörike's *Maler Nolten* with the almost forgotten musical supplement.

First copies of Brentano, Heinrich von Kleist and E.T.A. Hoffmann are in particular demand and their prices rise annually. Pamphlets by Luther and Hutten were priced at the more or less usual rate though the better-known examples were missing.

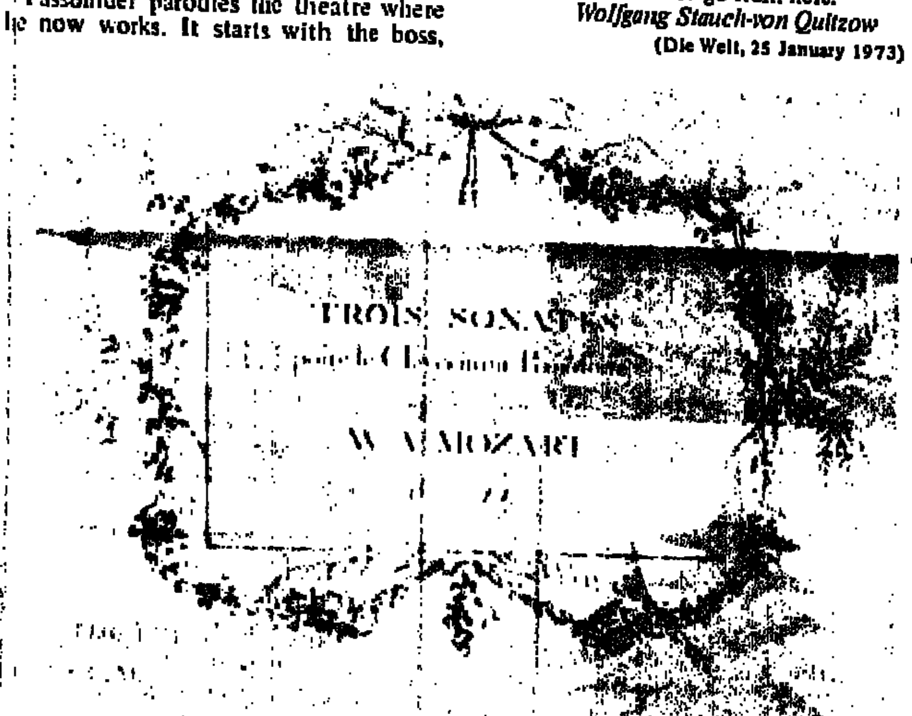
Once again the epoch-making works of great men of medicine dominate the scientific rarities section. But the highest price is asked for a first edition of Hugo Grotius' main work on law in war and peace. This is the earliest Paris edition of which only one copy had previously been known and it costs no less than 55,000 Marks.

The range of graphic works stretches from the fifteenth-century German engravers, Dürer, Rembrandt and Goya to the German Expressionists of whom Emil Ludwig Kirchner is still the most sought-after artist.

Many dealers trading in Dürer's engravings and woodcuts give the date of the original before admitting a few lines later that their copy is of a later date. But the Rembrandt etchings include some of the earliest known prints commanding five-figure prices (in Marks).

The most valuable musical item is a Mozart manuscript with the original version of a number of his early canon

Continued on page 11



The first edition of Mozart's sonatas K 330–332 printed in 1784 in Vienna (Photo: Katalog)

Noverre Ballet closed but ballet still flourishes in Stuttgart

Two years ago the Noverre Ballet Ensemble was formed in Stuttgart to take over the Württembergisches Staatstheater Ballet's operatic duties and to act as an experimental unit for young choreographers.

John Cranko, head of the Stuttgart ballet ensemble, referred at the time to the parable of the mustard seed that grew into a mighty plant and hoped that he would be able to say this of the newly-formed ensemble one day.

But his hopes have not materialised. The Noverre Ballet performed thirteen works of its own before Cranko decided to reincorporate it into the main company, though without causing redundancies.

This merger, approved by the administrative and drama councils at the Württembergisches Staatstheater, marks an end to a situation that was not always satisfactory. The decision should lead to considerable improvement in artistic quality and solve staff problems.

The ballet premieres for the next two seasons in Stuttgart were announced at the same time as the news of the reorganisation. This season will see the premiere of a ballet by Cranko based on Gustav Mahler's tenth symphony and a new version of Frederick Ashton's *Les Patineurs* based on Meyerbeer's music.

Well-known artistes like Jerome Robbins and Glen Tetley will work together with the ensemble next season. Robbins is expected to produce either *New York Export: Opus Jazz* or *The Cage*. Glen Tetley, who is always being discussed as a permanent guest choreographer, has stated his intention of putting on a premiere.

Cranko himself is planning two full-length ballets for the seasons to come. A work entitled *Prelude* is planned for February and M... conductor Steward Kershaw will put together various works by Sergei Rachmaninov for it. Jürgen Rose will do the stage designs.

The story behind the ballet is taken from real life, to use Cranko's expression. It is the story of the French schoolteacher who committed suicide after her affair with one of her pupils was discovered.

An *Othello* ballet is being planned for the 1974/75 season. Andrzej Panufnik is to write the music. The third full-length work will be *Sleeping Beauty* in the 1975/76 season.

The Württembergisches Staatstheater Ballet ensemble will continue to make guest appearances outside Stuttgart in future – both within the Federal state of Baden-Württemberg and the Federal Republic as a whole.

(Die Welt, 1 February 1973)

Peter Brook awarded Shakespeare Prize

Peter Brook, the British writer and producer, has been awarded the 1973 Shakespeare Prize by the FVS Foundation of Hamburg. The Prize is linked with a cash award of 25,000 Marks.

Brook was awarded the Prize for his achievements as a writer and, above all, a producer and his services to the theatre. The stimulus he has given the British theatre has spread to the continent and he has backed cooperation between theatres in Britain and the Federal Republic.

Brook, 47, has been a director of the Royal Shakespeare Company since 1962. He recently made a triumphant tour of the Federal Republic with his production of *A Midsummer Night's Dream*.

(Frankfurter Allgemeine Zeitung für Deutschland, 27 January 1973)

■ THE CULTURAL WORLD

Deutsche Kinemathek – Cinderella among film libraries

DER TAGESSPIEGEL

With no fuss or fanfares the Deutsche Kinemathek is celebrating the tenth anniversary of its foundation. In fact, this important organisation with headquarters in Berlin has never been particularly keen to blow its own trumpet.

It was first presented to the public on 1 February 1963 after five years of struggle. Its raison d'être then was to help in acquiring the Gerhard Lamprecht and Albert Fidelius collections of material on the history of the cinema on behalf of the Berlin Senate. It managed to acquire the collections for about 800,000 Marks.

But throughout the years the organisation turned out to be rather heavy handed and in 1970 it was decided to discontinue it in its previous form and hand over the archives to a foundation.

In the course of the sixties other collections were added (for instance Oskar Mamis') and many items were bequeathed, so that the original stock of 2,000 films has been increased to 5,000 productions, including 650 silent films that have not yet been identified.

At the outset the collection comprised 13,500 stills – now the figure is 170,000. The number of posters has increased from 160 to 6,000 and that of film programmes from 3,500 to 19,000. A completely new collection of 9,000 background documents to films and 1,700 censorship certificates has also been built up. Only small increases have been recorded in annotations (today 250), wax sound-cylinders for phonographs (500) and historic projectors and other equipment (110 pieces of apparatus from between 1895 and 1935).

Likewise the Kinemathek's budget has not altered substantially in the first ten years of its existence – from 90,000 Marks in the year it was founded to 250,000 Marks this year. This parsimony on the part of government offices is one of the reasons why it has not proved possible to study to a sufficient degree the material in the archives.

For instance only 60,000 of the 170,000 stills have been catalogued and 100,000 film and biographical texts are still waiting to be listed.

Among the positive aspects of the ten-year history of the institute one can undoubtedly include the eleven-volume edition of Lamprecht's silent-film catalogue of the years 1903 to 1931. Not only is this a painstakingly detailed and wide-ranging collection of material, but is far more the aspect of the Kinemathek that has received international acclaim, something that cannot be claimed of the institute's eleven other publications which were mostly produced as accompanying material to exhibitions. And of the exhibitions themselves the one that won the greatest acclaim was the Dreyer Show which was taken over lock, stock and barrel from the Danish Film Museum.

In the first there years of its existence the Kinemathek was in temporary accommodation offering insufficient breathing space, and there was no question of opening its doors to the public. Work among the public was left to the "Friends of the Kinemathek" who were impressively active and purposeful in the work they carried out at home and abroad, and they had quickly gathered upon themselves more respect and admiration than the Kinemathek itself!

A merger of the two is planned for 1 January 1974, but the Friends will not have their corns cut in any way by this move. The aim of the negotiations at present under way is to give the Friends the security of the backing of a foundation without robbing them of any of the freedom they have always enjoyed.

Eventually the Kinamathek moved to better accommodation and began public exhibitions and demonstrations. Apart from many reviews of Memory Lane the Kinemathek devoted itself to studies of the Rumanian and Bulgarian cinemas.

In 1971 when the Kinemathek became a foundation it moved into the premises of the Film and Television Academy and the work of sifting through and evaluating stocks began. Among the activities that have been undertaken since then one notes a seminar on German mountain films and a review of the era of American silents. In addition to this the Kinemathek lends copies to non-commercial cinemas and collects material for scientific purposes and television programmes on the history of the cinema.

The Kinemathek employs three people full-time, three part-time. This shows the hopeless state of the Berlin organisation at present when compared with film centres such as the State Film Archives in the GDR (180 employees), the London Museum (200) and the Moscow Archives (400). Berlin's budget of 250,000 Marks is pitiful when compared with the £8,750,000 the London Museum has at its disposal.

In the Federal Republic huge sums are spent on the arts and other cultural activities. Museum and libraries are well supported, but the cinema, which is as much an expression of the age and a factor in education as literature and the graphic arts, is treated like Cinderella.

Valuable films are acquired, but then those who hold the purse-strings forget that they must be carefully preserved and studied by experts. Other countries have long since realised that the cinema is part of their cultural heritage and legacy, but there is little if anything of this spirit to be seen in the Federal Republic as yet.

It is very much a matter for Bonn that this cultural heritage, a factor on which other countries will tend to judge this country, should be treasured and fostered. It is high time the decision was taken to create a Central German Film Library.

It is impossible for one Federal state to carry out this essential task, and the task is being carried out very unwillingly.

As an initial sum to get a working film library going Chairman Dr Heinz Rathsack reckons on ten million Marks. Then a further two million would be needed every year. In this way the Federal Republic could have achieved a library of international standing, as good as, for instance, Stockholm's, but still falling far short of London's and East Berlin's.

But until the political paymasters can make up their minds that such a body is needed the Kinemathek will have to go on in the same old way making progress by inches.

When you visit the present headquarters of the Kinemathek in the Deutschlandhaus you can clearly see the beginnings of fruitful work. The stocks are kept clean and stored in such a way as to be readily accessible. Cataloguing of the posters has begun thanks to the encouragement given by the Preußischer Kulturbesitz Foundation and speedy progress is being made. And the warehousing facilities for films at Lankwitz have been improved.

All this work, however, as well as the recent purchases and publications were only made possible by proceeds from the *Lotterie*. However fine it may be to receive much-needed funds in this way it can only be a temporary solution.

There are many plans for the future. In the spring important new acquisitions will be shown, and a seminar will be held this autumn on West German films of the post-War years right up to the present day.

Negotiations with the Danish Film Museum for the loan of a complete Asta Nielsen exhibition, including many of her films, are still under way. A catalogue of all film titles in stock is to be drawn up so as to encourage distribution of films on an international basis.

This is a start, but there remains a good deal to do. For example there is one idea to produce a sequel to the Lamprecht silent-film catalogue using Bauer's feature-film almanac, though this only goes up to 1950 and has long since been out of print. For the years 1951 to 1972 there is no work of film lexicography.

The Kinemathek's work is carried out with little money and lots of effort. Now it seems politicians really must get their finger out if there is any substance to the claims they are making about the audio-visual future.

Audio-visual media are becoming more important all the time in science and education. And as far as films are concerned the Federal Republic is an underdeveloped country. There is a lot of ground to be made up and much time and effort must be devoted to doing it.

Volker Baer

(Der Tagesspiegel, 1 February 1973)

Continued from page 10

compositions, some of them unpublished. With an asking price of ninety thousand Marks, these four sheets were the most expensive item in the whole Fair. Another Mozart manuscript, a fragment half a page long, has however already fetched a price of sixteen thousand Marks.

An early printed book containing the sermons of mediaeval mystic Johannes Tauler is especially valuable as it is supposed to belong to the estate of the great Munich sculptor Erasmus Grasser. This item costs 12,500 Marks with its contemporary binding.

But the catalogue also contained offers for collectors with a thinner wallet. Foreign firms too have participated in the Fair more than in past years though the material they provide is largely tailor-made for the German market.

(Süddeutsche Zeitung, 31 January 1973)

FDA to set up Council of Authors

A "Council of Authors" may be set up by the Free German Authors Association (FDA), which is anti-union, in competition with the Federal Republic PEN Club.

In an interview with dpa news agency FDA President Werner van der Bourg said that the FDA would be spreading from its present home in Bavaria to become nationwide.

The most prominent members of the FDA would be represented on the Council of Authors (Autorenrat). The nationwide FDA intended to oppose the Authors Association (VS), and, since PEN has now "veered to the left", an organisation to work in opposition to it is also needed, Herr van der Bourg said. He hopes that in the near future it will be possible to form a Council of Authors to cover Europe.

(Bremer Nachrichten, 18 January 1973)

Frankfurt museum criticised

Three months ago Frankfurt's Historisches Museum, built at a cost of 20,500,000 Marks and laid out on the most modern lines, was opened. Since then this glass and concrete box on the historic Römerberg has been at the centre of a hefty controversy involving the public, politicians and historians.

The critics of the new "Museum of the democratic society" in which educational information on history takes a central role claim that the museum views history through rose-tinted glasses.

The main detractors against the style of the museum, which for the moment is only exhibiting mediaeval and 20th century items, accuse the designers and curator Dr Hans Stobenvoll of falsifying historical truths and presenting items from a one-sided viewpoint. Opponents of this museum, which claims to de-glorify history, have demanded that it be shut down and the offending texts confiscated.

A meeting of people in favour and against was called and for several hours about 1,000 people voiced their opinions heatedly. The museum is benefiting from the publicity of this "civil war". In the first three months 60,000 people visited it.

(Bremer Nachrichten, 2 February 1973)

Film facts

More and more cinemas are giving up the ghost. More and more film distributors are appearing on the market. Experts forecast that 444 new films will be distributed in the year 1972/73. Ten years ago the figure was 496, and in 1952/53 four hundred and fifty. In those days there were 65 film distributors. In 1972/73 there are 118.

Experts know the reason why. The industry's journal *Filmecho/Filmwoche* says that whereas in the past there were a few major distributors now there are many minor ones. Some of them are one-man businesses.

The figure 118 is misleading – of the 444 films distributed or due for distribution 365 come from one of 25 of the larger distributors.

(Münchner Merkur, 27 January 1973)

The old write about the old

Over-sixties were invited to show their talents as writers by SDR, the radio station, a few months back and no less than 8,000 plays were sent in. A spokesman for SDR in Stuttgart said that 1,100 of them fulfilled all the competition requirements.

The winner was Theo Beem, 66, from Bottrop with *Eine alltägliche Geschichte* (An everyday story) in which the generation gap and the difficulties of young and old living close together are depicted.

Second place went to 60 year-old Ingoborg Kűs from Crailsheim with her play *Die Pensionierung*. Third was Lore Weth from Berlin with *Man will sich ja schließlich nichts nachsagen lassen* (We don't want people talking about us), the ironic story of a houseproud woman who drives her retired husband to distraction with her cleaning activities.

Another authoress, Elfriede Hinz, 62, came fouth with *Das französische Bett* (Double Bed), depicting the life of four old people and treating the theme of companionship and sex in old age.

The Southern Television Company was impressed by the high standards of many of the entries and is considering producing them. Director Théo Mezger said: "Some extraordinary pieces were sent in and it would be a great pity if this material were to disappear into an old file for ever."

(Bremer Nachrichten, 2 February 1973)

■ MEDICINE

Cigarettes and drink are major killers, doctors claim

Managers' disease has become a very fashionable description for any type of heart complaint. People who die of heart attacks are normally considered a victim of their profession or the stress of modern living.

Far too little attention is paid to the fact that many complaints of the heart and circulation can be clearly traced to excessive consumption of nicotine and alcohol, though it is also fair to ask the extent to which stress forced a patient to reach for the bottle or cigarette packet.

Looking religiously at cigarette advertisements and seeing how bronzed young folk light up a slim cigarette before a background of majestic nature, the non-smoker suddenly feels he is neglecting his health. Tee-totallers are often excluded from social life.

The times are past when heart attacks were looked upon as status symbols. A glance at the statistics will prove a good antidote to the extraordinarily effective advertising for alcohol and tobacco.

Statistics make the world appear more gloomy than it is in the advertisements that spread a mood of optimism and contentment to make people turn to the most common addictive items our society has to offer.

Sixty thousand people have to retire prematurely every year as a result of drug dependence alone. It is also cautiously estimated that there are six hundred thousand alcoholics in the Federal Republic.

These figures do not appear very astonishing considering the annual consumption of alcohol in this country. One hundred million bottles of schnapps and brandy are sold, 48 million bottles of rum, 45 million bottles of gin, eight million bottles of vodka, five million bottles of whisky and fifty million bottles of other high-percentage alcoholic drinks.

This amounts to just under ten bottles of alcohol for every adult in the Federal Republic. When sales of this magnitude are listed, it is not surprising that no fewer than 14,902 deaths in 1970 were due to cirrhosis of the liver.

People will revise their views on the problems of addiction to alcohol and tobacco when they abandon any emotional judgments and turn to the sober medical facts.

One of the subjects discussed at the twelfth Bavarian Internists Congress on 19 November 1972 was how to guard against arteriosclerosis. The choice was extremely relevant as diseases of the circulation cause more deaths than any other complaint:

Total number of deaths in 1970	734,843
Including.	
Cancer	142,423
Diseases of the cerebral artery	106,740
Ischaemic heart diseases	105,551
Diabetes	19,443
Road accidents	19,143
Cirrhosis of the liver	14,901
High blood pressure	12,499

These figures from the 1972 Statistical Year Book acquire added importance when deaths from arteriosclerosis in the 45 to 75 age groups are divided up according to sex:

Age range	Men	Women
45 to 65	18,310	5,716
65 to 75	23,152	13,596

The mortality rate among males is considerably higher as they are exposed to the factors inducing arteriosclerosis far more than the women.

Deaths from heart disease – once known as manager disease – are increasing throughout the civilised world and not just in the Federal Republic. The rate for fatal coronaries in men between 45 and 54 increased by 34 per cent between 1955 and 1967.

The situation is similar in all European countries. The United States with an increase of only three per cent and Japan with a drop of fourteen per cent are exceptions to the general trend as a result of prophylactic measures. It can therefore be assumed that appropriate health measures will increase life expectancy by many valuable years.

Many people will be unhappy to hear that researchers have found that arteriosclerosis is a cause of coronary heart disease, complaints affecting the circulation in the brain and high blood pressure.

Doctors have compiled a list of the greatest risk factors inducing arteriosclerosis: 1. hyperlipidaemia, 2. cigarette smoking, 3. lack of exercise, 4. hypertonia, 5. diabetes, 6. fatty degeneration, 7. stress and 8. hereditary factors.

Hyperlipidaemia is the medical term for an increase of the cholesterol level in the blood, which largely depends on a person's diet. In other words, we are still eating too much fatty food.

It is particularly worth mentioning that doctors already list cigarette smoking as the second most common cause of arteriosclerosis. Excessive alcohol consumption plays a major role in nearly all the other factors.

Therefore, it is impossible to give too many warnings against the abuse of alcohol and tobacco, especially as they are substances that make life more tolerable for many people, give them pleasure and eventually lead to a habit that borders upon addiction.

In nearly all cases of neurasthenic exhaustion it is not physical stress that is the cause but individual conflicts which cannot be solved or other psychological complexes which divert, inhibit and consume a person's intellectual powers.

Doping oneself with alcohol is not the best way of solving problems. It may make a person forget his worries for a time and make the world appear in a different light but his troubles often return with twice the intensity once he has sobered up again.

As with all poisons – and alcohol is a poison – it depends on the dose. There is a good deal of difference between the relaxing glass of wine prescribed by a psychologist and heavy drinking. Excessive consumption turns alcohol from a medicine into a poison.

It is impossible to distinguish habit from addiction with any degree of accuracy. Doctors usually decide that a person is an alcoholic when he starts consuming alcohol before the effects of the night before have worn off.

Attacking cigarette smoking is pointless. Nobody wants to know about lung cancer and arteriosclerosis. The healthy believe they are immortal. "It won't happen to me", they claim, refuting the law of statistical probability.

Dr H. Sopp

(Handelsblatt, 30 January 1973)

Schoolgirls eat too much, survey shows.

Schoolgirls in the Federal Republic eat as much as manual workers, Professor Willi Wirths of Dortmund University found when investigating the dietary habits of teenage girls. Their daily consumption of fat amounts to that of a Bavarian lumberjack.

Professor Wirths, a nutritional physiologist, found that forty per cent of the 5,000 girls covered by his survey stuffed themselves with chips and sweets. A large number ate up to three bars of chocolate a day.

"It is astonishing that schoolgirls consume the same amount of fat as forestry workers," Professor Wirths stated. In extreme cases the girls consumed even more than the four thousand calories a day recommended for miners and lumberjack.

This excessive consumption is affecting weight, as might be imagined. It is not rare for a teenage girl to weigh one hundred kilograms. Wirths' fears are more concerned with health than figure though.

"The excessive accumulation of fat not only leads to additional physical strain," he warns, "but also causes intellectual ability to fade." Other results of excess weight are deformities, especially of the spine.

Because of lack of exercise fat children tend to use their respiratory organs too little and thus become more susceptible to infectious diseases.

Professor Wirths believes that this addiction to food is caused by the children's upbringing. When young, they were given their favourite dishes too often, leading to a one-sided diet.

"Many parents even feed their babies at night for fear they are not eating enough," Professor Wirths comments. Children who later become aficionados of chips or chocolate have thus been systematically reared to become gluttons.

(Frankfurter Rundschau, 30 January 1973)

Baldness is here to stay

KielerNachrichten

You have to learn to live with a bald pate. No cosmetic substance exists to make hair grow again on bald heads, the Frankfurt consumer magazine *DM* concluded at the end of a discussion it organised.

Seventeen representatives of the country's leading cosmetics firms submitted the results of their scientific research and proved that no substance had yet been found to make hair grow again.

One of these scientists, Professor Hans-Otto Zaun, head physician at the University Dermatological Clinic in Homburg/Saar, recently wrote in *Medical Tribune*, a Wiesbaden publication, that more than half of all males in the Federal Republic have to worry about receding hairlines.

Over 95 per cent of the cases are due to hereditary factors. Women inherit and pass on these factors in the same way as men. Apart from hereditary factors an additional element is required for baldness, largely found in males, too — the existence of a certain minimum quantity of androgen.

Healthy males always have this hormone. Healthy women do not have the necessary quantity of this hormone, Professor Zaun writes, and this is why they only develop baldness in extremely rare cases.

In males too hair could be stopped from receding by cutting down the androgen effect, Professor Zaun says. Though this is true in principle, treatment of this type has not proved practicable in the past as it is not yet possible to eliminate the influence of testosterone on the hair without affecting other physical functions.

As a person's hereditary factors cannot be manipulated, there has so far been no rational therapy for baldness. The large number of hair tonics on the market are only useful for cutting down excessive production of grease and dandruff.

Many bald-headed men console themselves with the general belief that baldness is a sign of sexual potency. Professor Zaun claims that this has also been proved incorrect.

Bald-headed men are left with one consolation — baldness was mentioned as early as the Book of Moses and the ancient Egyptians were famous for their wig industry.

(Kieler Nachrichten, 31 January 1973)

The weaker sex is not so weak

STUTTGARTER NACHRICHTEN

People always ask whether women really are weaker than men. Horst Eberhard Richter, 49, head of Giessen University Psychosomatic Clinic, looked for the answer.

Richter conducted a survey among eighteen to sixty-year-olds and discovered some interesting details about what are often called the stronger and weaker sexes. He found that women fall sick more frequently than males but are more healthy organically.

Men are threatened more by chronic diseases such as arteriosclerosis and coronary complaints. Women on the other hand suffer circulatory disorders, sluggishness of the bowels, lassitude, nervousness, insomnia and stomach ailments. But unlike males who do not like to be sorry for themselves, women soon complain.

While conventional medicine only distinguishes between male and female biologically, Professor Richter and his staff investigated the socio-cultural and psychological differences. "Women are more fearful, depressive and erotically inhibited than men," he concludes.

His test illustrates what public opinion considers typically male or female. Men suppress their fear, make a show of self-confidence, are strong and ambitious as well as untidy and complacent.

Women are fearful, weak, manageable; they have no ambition but they are adaptable and willing to make an effort. "Women confirm that their needs get short shrift," Professor Richter states. "They can only follow up their wishes to a limited extent."

"Men seem able to bear more stress. The tension imposed on them and their ambition when faced by competition cause stomach ailments and circulatory disorders," Professor Richter claims.

Man's traditional role as a superman full of belligerence, composure, impatience coincides with the type of person whose health is most in danger. There are many indications that men are not really more resistant to excessive psychological strain.

(Stuttgarter Nachrichten, 26 January 1973)

■ BEHAVIOUR

Sex for the sake of sex is a danger, survey reveals

Traditional sexual norms are still leading parents to control their children's sex lives. Young people are thus becoming sexually and emotionally frustrated, psychologist Gunter Schmidt of Hamburg University's department of sexual research concludes in a study recently published in the medical periodical *Sexualmedizin*.

Attempts to suppress sex among the young will certainly decrease in the next few years but there is the danger that they will be replaced by an "instrumentalisation" of sex, creating fresh anxiety, uncertainty and constraint which can prove to be just as great an obstacle to a satisfactory sex life.

Dr Israel, the Danish sexologist, describes "instrumentalisation" as the tedency to misuse sex for non-sexual motives such as a replacement for performance in other spheres, status, prestige or conformity.

Surveys conducted among more than one thousand young people of both sexes born between 1945 and 1948 or 1953 and 1954 reveal remarkable changes in the sexual behaviour of the young.

The proportion of secondary school girls who masturbate before their seventeenth birthday is twice as high among those born in 1953 and 1954 than in the older age group. Among boys of all ages and girls who did not attend secondary school there is no difference worth the mention.

It is only the experience of masturbation that has increased, not the frequency. The proportion of girls who masturbate more or less regularly has remained unchanged in the last ten years.

Young people, especially girls and boys with a secondary school education, have their first experience of sexual intercourse two years younger than 10 years ago.

Some thirty per cent more of the boys and twenty per cent more of the girls have their first experience of sexual intercourse before their seventeenth birthday compared with ten years ago.

High school boys today have their first experience of sexual intercourse only a little later than young workers or trainees. Other sexual practices such as kissing, dating and petting also occur one to two years earlier today than 10 years ago.

Both boys and girls are practically unanimous in rejecting the traditional restriction of sex life to reproduction, which does not correspond to human nature, or married life.

Though young people today have a freer and more standardised attitude towards sex, sexual ideology has not changed. Love and affection are still highly rated and are looked upon as the condition for sexual intercourse.

The majority of the young reject varying morals for boys and girls and also oppose recognition of abstinence as the moral norm.

The faithfulness that the young demand from themselves and their partner is another important regulator to sexual relations. Gunter Schmidt found that the overwhelming majority of young people wanted to marry their partner at a later date and have children.

The love ideology of boys and girls of all ages covered by the survey and of all educational standards is directed towards marriage and a family.

(Frankfurter Allgemeine Zeitung für Deutschland, 31 January 1973)

Behaviourists warn against tampering with biological clock

Continuous nightwork, intercontinential flights involving the crossing of a number of time zones and other changes of the normal biological rhythm can lead to a considerable reduction in a person's performance and even shorten his life span.

This claim is made in a study published in a periodical of this country's Engineering Association. The article states that the biological clock should not be tinkered with too much, as experiments conducted by the Max Planck Institute for Behavioural Physiology in Seewies, Upper Bavaria, had shown.

A total of 190 volunteers lived for a certain period in subterranean experimental stations. Although external influences were eliminated, all retained their biological rhythm.

This biological clock determines body temperature, the concentration of hormones in urine and in tissue as well as sensitivity to toxins, medicaments, narcotics and X-rays. The "cavemen" of Seewies were found to have the same reactions as their fellows on the surface.

Similar findings have been obtained in experiments on animals. Rats subjected to X-rays at nine o'clock in the morning survived longer than 120 days while those X-rayed at nine o'clock in the evening died within thirteen days. Similar results were obtained after injecting mice with bacterial toxin.

Time shifts common in these days of international travel – for example when Flying in an East-West direction from Europe to America – do not only reduce performance during the period of subsequent re-adaptation but, on top of this, have harmful effects which, where insects at least are concerned, can shorten life expectancy.

Behavioural researchers from the Max Planck Institute subjected flies to the same day and night alternations as air passengers flying from East to West. These flies died on average 27 days sooner than flies not subjected to these influences.

Finally, the article pointed out that continuous nightwork could prove harmful to health. Nightworkers usually manage to accustom themselves to the reversed cycle of periods of sleep and wakefulness but they usually need to establish so many social contacts during the day time that they cannot rest as long as they should.

(Stuttgarter Nachrichten, 19 January 1973)

Sperm bank just a gimmick, gynaecologist claims

Dr Gerhard Schaad, a gynaecologist from Bad Pyrmont, describes the demand of an American organisation for all men to guarantee their fertility by storing their deep-frozen sperm as a clever gimmick.

The appeal was made above all to the staff of atomic energy concerns, to X-ray operatives, footballers, truck drivers, bankers and managers where the incidence of impotence tends to be more frequent.

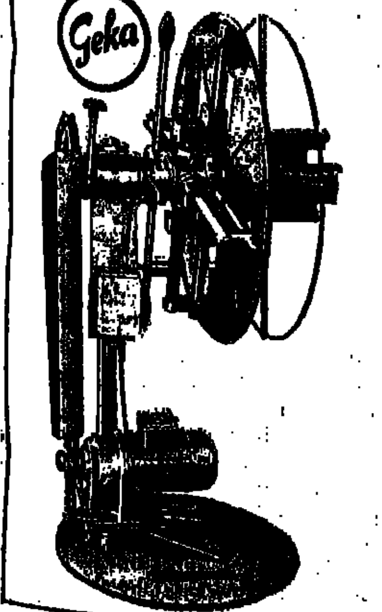
Dr Schaad, an expert in artificial insemination, stated that the use of deep-frozen sperm was far less successful than the use of normal sperm.

(Frankfurter Rundschau, 9 January 1973)

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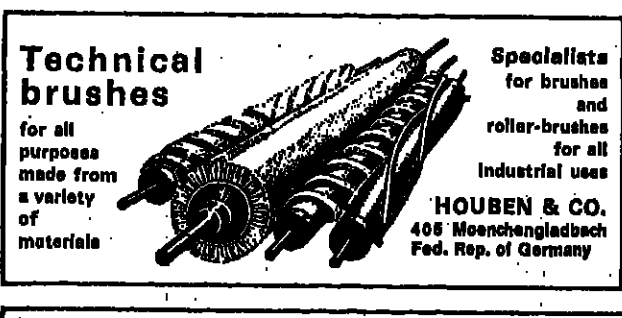
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■ FOREIGN WORKERS

Homesickness and anxiety lead to serious ill-health

Frankfurter Rundschau

Every time Dr N., a lady doctor in Hanover, opens the door to her waiting room she is assailed with a smell of garlic, dirty bodies and unwashed underclothing. But out of necessity the doctor has become used to this as she has become used to listening to her patients stammer out the awkward words to describe their illnesses, and the complaints the accompanying family give vent to – a natural custom in the Balkans.

The doctor, who lived for 25 years in Yugoslavia, has got used to the smell and the sounds. But her German patients are not so well-disposed to all this. Dr N. said: "Since I began taking on *Gastarbeiter* for patients I have lost a third of my German patients." She was speaking at a congress for social medicine at Hanover on the theme: "Medical facilities available for foreign workers".

Dr N.'s report put many unsolved questions involving foreign workers under a microscope. In the intimacy of the patient-doctor relationship foreign workers speak much more freely than they do at work. These confidences are an added burden for the doctor. Dr N. said: "Many of my patients ask me to fill out their tax forms or ask my advice about doing so. They come during the midday break and tell me that they must hurry in order to be back to work."

Dr N's report included no reproach of her patients. Professor (and *Gastarbeiter*) Constantin Orfanos, from Greece, now at Cologne University, said with bitterness that if foreign doctors were allowed to care for their fellow countrymen there would be less garlic, sweat and evil smells in the waiting rooms of German doctors. They are tangible proofs of the "uprootedness syndrome" associated with most of their symtoms of ill health, connected with any temporary or lengthy period spent away from home.

The experts who met in Hanover were only able to produce distressing statistics concerning the incidence of ill health as a result of being uprooted to another country which was never adopted as a home country. There were among these statistics some that were comprehensive and catastrophic and which considerably influenced the illness statistics of foreign workers. Of the 200,000 foreign workers who each day visit a doctor in this country a considerable proportion are suffering from some kind of psychosomatic disturbance. Their origins can only be described as a result of piecework plus anxiety plus homesickness that leads to a stomach ulcer or any one of a number of other illnesses as far as a psychiatric condition of deep neurosis with an inclination to suicide.

The Turks seem to be the worst off. They are the most distant from their homes, are usually at the very bottom of the social ladder, are alienated from the religious conditions prevailing in the Federal Republic and linguistically isolated. They are bothered all the time with the question: "When are we going to be sent home?"

This uncertainty is shared with all other foreign worker groups. Professor Manfred Planz said that as yet the Federal government had not clarified how beneficial the activities of foreign workers have been and if the consequences of full integration of foreign workers into Federal Republic society involving citizens' rights, a right to a vote and real social equality are on the cards.

Foreign workers are concerned about the government's policy. If he had the surety that he had an opportunity to make suggestions then he would have an incentive to learn German and so be able to express himself in the idiom of those working around him. Offers to give courses in German free of charge are wasted so long as the foreign worker cannot see a point in making the effort. As many as 75 per cent of foreign workers in the country know little or no German.

Dr Michael Meyen, a psychiatrist from Tübingen, described the situation pithily. He said: "Patients come to us speechless". This inability with the language is one reason why facilities as out-patients and as patients in a hospital are so inadequate. In cases of severe illness doctors can make diagnoses and prescribe courses of treatment without having to interrogate the patient but the minor illnesses that need some kind of verbal communication between doctor and patient go neglected and develop into more serious illnesses.

If as in many cases doctors can make quick psychological assessments and are clear of hearing they can come to some kind of a diagnosis. For instance when a foreign worker makes a more or less intelligible comment in German on the weather. With his few words the poor man from Anatolia, Calabria or Herzegovina can mean anything from the actual weather, conditions at work, sex or physical and emotional disturbances that are hard to describe.

Without some kind of understanding of this 'speech shortland' another doctor is sought who can possibly make contact with the patient, a specialist or a doctor at a clinic – where for certain patients from this country comments can be made to the effect that foreign workers are taking up hospital beds that should go to Germans.

If the aid of interpreters, particularly interpreters with some knowledge of medical terminology were available treatment of foreign workers could be considerably accelerated. But institutions that could do something about this situation have so far remained impervious to appeals for help.

The Hanover conference pointed out that on 12 August 1971 the Bonn office of the commission of German bishops made a request to the medical association for more interpreters to be employed for foreign workers. Five months later as usual the following ruling was received: "The majority of doctors in this country who have foreign workers as patients have in the meantime acquired an adequate knowledge of the languages necessary to be able to carry out their medical duties as regards foreign workers seeking treatment." In other words doctors are definitely in a position to take care of foreign workers.

Statistics about illness among foreign workers, frequently contradicting one another, can cause misunderstanding unless they are appropriately explained. The incidence of accidents is considerably higher than among workers from this country.

Basically statistics for illnesses among foreign workers in this country and those for German workers are not very different. But an alarming aspect is brought to light when it is remembered that the illness statistics for foreign workers involve workers who are in the main – something like ninety per cent – under the age of 45. The largest number of foreign workers are in the age group 25 to 35 for men (43 per cent) and women (38 per cent). When these people enter the country the vast majority of them have nothing wrong with them or only minor ailments. Every foreign worker who legally enters the country is examined by German doctors either in his homeland or immediately on entering the Federal Republic.

Dr Erich Hoeschel, head of the medical department of the labour office in Hanover gave his word to the Hanover conference that these medical examinations were not manipulated. The number of people who were rejected for admittance into this country varied considerably. Among the Portuguese this was only 3.9 per cent but among the Turks it was almost twenty per cent. Those not permitted to work are registered in a central office in Munich. If the regected applicant were to enter this country illegally a check with the registration centre at Hanover would reveal that the worker had been rejected. Only a small percentage of illegal entrants are apprehended. Obviously they do not consult a doctor. Employers who take on illegal entrants act against the law since they are endangering national health.

Ottmar Katz/PAM

(Frankfurter Rundschau, 2 February 1973)

Labour Minister Arendt promises to look into foreign workers' problems

STUTTGARTER NACHRICHTEN

Walter Arendt, Federal Minister for Labour, intends to grapple with the problem of the ever-increasing numbers of foreign workers in the course of the present legislative period.

Minister Arendt outlined for journalists in Bonn his strategy as regards social welfare matters during the next four years. According to Minister Arendt's State Secretary, Helmut Rhode, further developments of social welfare legislation will be considered in line with Common Market developments.

Walter Arendt pointed out that there are something like 2.5 million foreign workers in this country with about one million dependents with them. But internal arrangements have not kept pace with this development so that in large residential areas adequate facilities are not available.

It is essential that systems are devised so that workers are not discriminated against, so that the infrastructure of our society is not overburdened and that labour demands are met. In considering the labour market it is essential to bear in mind that it is probable that more and more people in this country will be looking for part-time work in the future.

Minister Arendt said that particular attention would be given to the condition of handicapped persons in our society who in some instances have a very hard time of it. He announced that four more vocational training schools would be established for handicapped people. The 10,000 places these new establishments will provide will mean that handicapped people will not have to wait so long to be rehabilitated back into our society.

(Stuttgarter Nachrichten, 3 February 1973)

Foreign children

Every fifth child in Baden-Württem[berg] by 1978 attending school will [be a] foreign child, according to stat[istics] issued by the Stuttgart Statistics O[ffice].

The percentage of births to fo[reign] parents has increased from 16 per cen[t of] all births in 1971 to 19 per cent [the] following year. Of the total populati[on of] Baden-Württemberg 8.8 per cent or [a]over 800,000 persons are foreigners.

This means that Baden-Württem[berg] has the largest proportion of fo[reign] residents than any other Federal sta[te in] the Federal Republic.

(Die Welt, 31 January 1973)

Organisation to aid foreign workers

An organisation has been founde[d in] Munich whose aims are to in[form] foreign workers of their rights in [this] country.

Munich lawyer Herr Lipinski heads [the] organisation. His aim is to offer leg[al aid] to the two million foreign wo[rkers] employed in this country, to advise [the] workers when they come into co[ntact] with officialdom in this country a[nd] when they have difficulties at wor[k,] school and with their families.

Membership of the organisation is [open] to all foreign workers.

(Frankfurter Allgemeine Zeitung für Deutschland, 1 February 1973)

'Scandalous' accommodation for foreign workers

Accommodation for foreign wo[rkers] in this country has been bra[nded] a "veritable scandal" in a s[urvey] conducted for the home o[wners] association. In Lower Saxony the S[ocial] Affairs Ministry has conducted wit[h the] help of a team of experts a surv[ey of] foreign workers' accommodation. [A] speaker for the Ministry in Hanov[er said] that the results were 'scandalous'.

A spokesman at the headquart[ers of] the home owners association in D[üssel]dorf said that the accommod[ation] examined was in the main governm[ent] provided accommodation which [was] under control to a certain extent.

The survey showed that of the [...] bedrooms provided for foreign wo[rkers] 139 did not have the regulation six sq[uare] metres ordered by the Federal Ministry [of] Labour. Almost a third of the for[eign] workers of the total of 1,327 questio[ned] lived in such cramped accommodatio[n.] Every fourth home inspected did [not] have running water in the kitchen [and] every third home did not have eith[er] shower or bath.

Most of the accommodation insp[ected] by the team of experts employed [by the] Hanover Ministry found that [the] accommodation was not heated, and [...] every fifth room was uncarpeted.

(Neue Hannoversche Presse, 31 January 1973)

Foreign workers estimates

It is impossible to give estimates [of the] number of foreigner workers [who will] eventually be employed in the [Federal] Republic, according to a statement [made] by the president of the Federal [Labour] Office, Josef Stingl.

Speaking at an interview he said [...] the reason for this was the [...] proportion of foreign workers in [...] various Federal states, seven per cent [in] Lower Saxony and approximately [...] per cent in Baden-Württemberg.

(Frankfurter Neue Presse, 15 January 1973)

■ SPORT

Ski queen Mittermaier – always on the go

Rosi Mittermaier of Reit im Winkl, Bavaria, has notched up her first World Cup win of the winter sport season. After being runner-up at Grindelwald and Chamonix and coming home third at Maribor she has won the special slalom at the Montafon women's open event in Schruns/Tschagguns, Switzerland. She is, so far, the season's most successful slalom specialist and in the World Cup stakes is now in third place with 100 points, behind the reigning World Cup-holder Annemarie Pröll (225) and Monika Kaserer (145 points), both of Austria. Pamela Behr of Sonthofen holds tenth place with 53 points.

They travel to and fro in the Alps and are equally familiar with the mountains of North and South America, Japan, Australia and New Zealand. Admired and well looked after, they stay in the best hotels.

Yet Rosi Mittermaier, for example, at 22 the senior member of this country's women's skiing team, frankly admits that "I may not spend much time at home but I still sleep best in my own bed."

A day in the sporting life of skiing ace Rosi Mittermaier, a day characteristic of the life of many another top-flight skier, bears witness to not a trace of dolce vita.

A day of non-stop descent training begins for Rosi at seven in the morning when she gets up and has breakfast. An hour and a half later she and the others assemble on the terrace of their hotel for physical jerks.

They then slip into their figure-hugging *track suits*, apply a little make-up and are shepherded to the ski lifts. Skis have to be broken in, wax has to be tested.

At one p.m. they pack away the plastic bags containing the remains of their packed lunches and prepare for the descent, which is followed by a further look at the course, coaches with video recorders and walkie-talkies pointing out to each and every girl the mistakes she has made.

Not until three in the afternoon were this country's girls back at their hotel for dinner. An hour later there were showers, followed by massage for those who felt the need. "Everyone has some ache and pain or other," Rosi Mittermaier comments.

Until the evening meal their time is their own. "I put in a little reading and wrote a letter," Rosi Mittermaier says, heading for the TV lounge.

It was not the television programme that interested her, though. The video recordings of the day's runs were played back on the TV screen. "There can be no outwitting the TV camera," Rosi says. "Everyone has to admit to her own mistakes!"

After the screening of their day's performances off they all went to bed. "The day before a race everyone sneaks off to bed by ten," she adds. "On other days we stay up maybe half an hour longer."

The remainder of the day consists of a quick read. For time reasons books are seldom read from end to end.

"The non-stop day with the descent 24 hours later is not even the worst," Rosi continues. "After the descent there comes slalom training and on the day of the slalom races we are up at the crack of dawn." This means at about half past five.

Even so Rosi still feels it to be fun. "Otherwise I would long since have given up racing." She enjoys all three disciplines, the grand slalom, the slalom and the descent, but adds on the basis of experience: "I reckon I am not steady enough on my skis in the descent and the grand slalom, though."

How many pairs of skis does a racer get through in the course of a season. "Racing skis?" Rosi asks. "Not many. For the past two seasons I have raced on a single pair because they seemed to suit me so well. It almost assumes the proportions of superstition."

Racers of course have skis thrust upon them but they generally regard their own special pair as the apple of their eye. Surfaces are repaired, edges filed down to the last millimetre and off they race again, hoping to repeat past successes.

Rosi Mittermaier has only one lament. "The seats in the Skiing Association's minibuses are really uncomfortable." But she continues to use them because races are such a tempting proposition and she still enjoys herself.

Fritz Haas

(Frankfurter Allgemeine Zeitung für Deutschland, 27 January 1973)



Rosi Mittermaier (Photo: Werek)

Soccer clubs want more money from TV

Television has seen the death of cinemas and theatres," Bayern Munich's chairman Wilhelm Neudecker says. "It will yet be the death of football." "That," Hans Arnold, TV sports coordinator of the first channel, counters, "must first be proved."

The eighteen Federal league soccer clubs, an estimated twenty million Marks in the red between them, can point to but a single item of statistical evidence.

In the first Federal league season, 1963, some six million spectators passed through the turnstiles at 240 fixtures. Last year's 306 games netted a paying public of a mere five and a half million.

In the first half of the current season alone 700,000 fans fewer lined the terraces and stands than in the first half of last season.

The clubs now want the TV authorities to shell out the difference. Instead of 2.3 million Marks (128,000 Marks per club) for the recording rights of Federal league fixtures the two TV channels are now to pay 4.5 million Marks, or a quarter of a million Marks per club.

Yet television is in at least as bad a way financially as football. This year alone the first channel expects to make a loss of 237 million Marks.

As the current three-year agreement between the two sides expires in June and fresh negotiations must start by March at the latest the broadcasting authorities will probably meet the clubs half-way.

And who is to foot the bill? That is already apparent. Viewers will sooner or later have to pay more in licence money.

(Wirtschaftswoche, 2 February 1973)

Racing cyclist Rolf Wolfshohl decides to give up

Fifteen years of competitive cycle-racing have made their mark on the features of Rolf Wolfshohl of Cologne. Pale, thin skin and sharp features characterise a man who has foregone the pleasures of life for more years than one cares to remember in an effort to achieve success on bumpy roads, in cross-country quagmires and on tricky Alpine passes.

"If I were able to turn the clock back," the three-time cross-country world champion, tour winner and day's winner in a number of Tour de Frances reflects, "I would do it all again, hardships and all."

He then taps his forehead and adds: "But I would ride more intelligently and adapt my tactics better in the course of a race."

Rolf Wolfshohl himself thinks in terms of a career that is almost over. He has resolved to call it a day on 25 February in London.

Has his cycling career lived up to his expectations? Not entirely, though it has been financially satisfactory. "As a wage- or salary-earner I would never have been able to earn quite so much," he says, pointing with a certain pride at a house of his own.

Yet it is unlikely that he has earned enough to live in comfort for the rest of his life like Rudi Altig, also of Cologne. High stakes in a number of firms have not proved as profitable as he had hoped.

For the next two years he can be sure of a steady job, though. Robert Kahl, the Dortmund bedstead manufacturer and cycling patron who finances two racing teams, is to pay him a Federal league coach's salary. In return he will supervise this country's young professionals. "Even if I win the cross-country world championships again in London I will not be reversing my decision, "he says. Instead of earning good money from return bouts he will store his bike away and on 26 February don the garb of a racing director of the Hero team. Wolfshohl has always stuck to his guns, determinedly pursuing ambitions he has never quite achieved. He was never a star in his chosen career but always a hard worker who tried his hand at everything and notched up a fair number of failures. Jean Roth, a successful Swiss six-days specialist of the sixties, explains why Wolfshohl never quite gained access to the six-days clique: "He was never able to subordinate himself to the group. When he entered for his first six-days race in Cologne we did not stick to prior agreements and raced against the combines instead. As a result the competition were never keen on him."

Rolf Wolfshohl, who was continually at loggerheads with organisers over fees, claims never to have been particularly interested in indoor events. "I thought more of my health and preferred cross-country racing."

Even in this own teams he was not always on the best of terms with his fellow-racers. The greatest furore was caused in the 1964 Tour of Spain when everyone was under orders to ensure victory for team captain Poulidor.

Wolfshohl disregarded his instructions and pipped Poulidor at the post. "With overall victory only a stone's throw away who would have resisted the opportunity? " Wolfshohl asks.

He now plans to go all out one last time in the cross-country world championships in London on 25 February.

"Over the past few weeks I have ridden more than 12,000 kilometres all over Europe," he says, "1,400 kilometres to Spain alone, where I entered for two races before riding home."

He demonstrated his form in Frechen, near Cologne, on 20 January in competition with the professional world champion Erik de Vlaeminck, Roger Declerq, Albert van Damme and Frans Verbeek, all of Belgium, and Hermann Gretener of Switzerland.

He was then off to London to study the world championship course.

Horst Müller-Manz

(Kölner Stadt-Anzeiger, 20 January 1973)

Rolf Wolfshohl (Photo: Werek)